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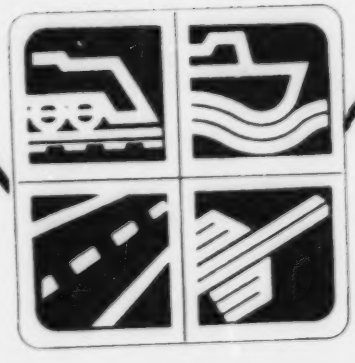

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AIR TRAFFIC REVIEW

1985

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Prepared by:

Air Statistics and Forecasts Branch
Economic Analysis Directorate
Policy and Coordination Group
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1. INTRODUCTION

This 1985 edition represents a continuation of the series of reports initiated in 1974. These publications are produced with the objective of presenting an overview of Canadian air travel industry. The first section contains a discussion of Canadian air traffic at the major airports in Canada. Also included is a brief discussion of the Canadian Level I carriers' system traffic and financial results.

For comparison purposes, this report also includes a discussion of U.S., North Atlantic and World air traffic statistics.

Finally, a short discussion concerning the new policy of economic regulatory reform, international travel trends, as well as the major factors affecting the reference year's traffic statistics, are included, to aid users in their interpretation of the data.

2. CANADIAN AIR TRAFFIC

The passenger and cargo traffic discussed in this chapter is based on aggregate (Top 30 Airports) and site specific data, using enplaned and deplaned (E&D) passengers and cargo as the traffic measure. The statistics reflect activity resulting from mainline unit toll* and charter services to or from any Canadian point.

Aircraft movement statistics, representing another measure of traffic on an airport basis, are presented in aggregate form for the 61 Transport Canada Tower airports, as well as individually for the Top 5 Canadian sites.

I. Passenger Traffic

The figures shown in Table 1 reflect mainline unit toll as well as international and domestic charter passenger volumes for 1984 and 1985, including the 1984/85 year over year percentage change, for the Top 30 airports.

The relatively strong growth in mainline services reflected in 1984 (7.0%) slipped somewhat in 1985, to a more modest 2.6% increase over 1984 passenger volumes. Despite continued strong growth in the other international sector of scheduled services (9.5%), domestic traffic exerted its influence upon the overall results with an increase of 2.9% over 1984 figures. In 1984, domestic traffic grew by 6.5% over the previous year's volumes,

The number of passengers carried on transborder scheduled services decreased in 1985, by 1.3%; this follows an increase of 7.2% in 1984. This decline in the transborder markets on scheduled services during 1985 is due, in part, to a corresponding increase in charter travel to American destinations and increased operations by the smaller, local service airlines.

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* That type of unit toll operation carried out by Air Canada, CP Air, and the Regional carriers (Eastern Provincial Airways, Quebecair, Nordair and Pacific Western Airlines) as well as sub-contracted services by these carriers. Norcanair's Class 1 services are also included under these services.

Mainline unit toll services still account for over 90% of the total (mainline unit toll & total charter) traffic. The 1985 total of 42.4 million passengers still lags considerably behind the record volumes attained in 1980 and 1981, which saw in the order of 46 million passengers enplaned and deplaned on mainline scheduled services. However, the past two years give some encouraging indications of a slow but gradual progression towards higher traffic volumes once again.

The number of passengers carried on charter services, both domestic and international, continued to grow during 1985, achieving an increase of 12.6% over 1984 volumes. During 1985, new charter services were initiated by Canadian carriers, to a variety of international destinations. Traffic to the three major European destinations (the United Kingdom, France and West Germany) increased by 12.9% over 1984 volumes on these markets. Travel to Southern destinations as a whole increased dramatically with over 21% more passengers carried on charter services during 1985. New services to, and increased popularity of destinations such as Dominican Republic, Venezuela, Cuba and Guadaloupe contributed to increased travel in this sector. Only one southern destination, Mexico, registered a net decrease (18.4%) from 1984 volumes.

Charter travel to U.S. destinations continued to grow, increasing by 8.5% over 1984 volumes. Nevada and Florida in particular were popular destinations with increases of over 15%. Puerto Rico was the only major charter destination showing a decrease in traffic.

As a result of the Canadian government's policy of economic and regulatory reform in the aviation industry, which came into force in 1984, Wardair commenced several new scheduled services during 1985. Some of the new scheduled services were formerly operated as charter flights.

The current distinction between charter and scheduled services will be eliminated for domestic services pending passage of the proposed National Transporation Act.

Table 2 presents the enplaned and deplaned passenger figures for the Top 3 airports (Mirabel and Dorval are combined under Montreal Area). Data for 1985 indicate increases in total traffic at all three major airports.

Lester B. Pearson International reported the largest overall increase (6.3%), followed by Montreal Area (1.9%), and Vancouver International with 1.5%. Similar to the trend observed at the Top 30 airports as a group, 1985 saw continued growth at the Top 3 airports, although at somewhat lower rates than observed during 1984.

Growth in the mainline unit toll services varied considerably among the Top 3 airports, as did the comparative growth within traffic sectors. While the 4.6% increase in mainline traffic at Lester B. Pearson reflects the growth in the domestic sector, transborder passenger volumes grew by only 0.2%, while the other international sector experienced a 19.7% increase over 1984. In contrast, at Montreal area airports, relatively weak growth in domestic services (0.2%) was enhanced by higher growth rates in the transborder and other international sectors, 2.0% and 3.8% respectively, to result in an overall 1.3% increase in total mainline unit toll services. At Vancouver International, a 2.5% increase in the domestic sector was offset by a 7.1% decrease in transborder services and 0.5% growth in the other international sector, to result in an overall growth of only 0.2% for total mainline unit toll services.

The relative proportion of charter traffic compared to scheduled continued to increase in 1985, comprising an average 12% of the total traffic reported at the Top 3 airports. Although still a relatively small portion of the total traffic, the large increases reported in charter traffic during 1985 exerted a significant influence over the increases in total traffic at each site. The largest increases in charter volumes were reported at Lester B. Pearson International (17.4%), followed closely by Vancouver International with a 14.8% increase, and a 9.4% increase in charter volumes at Montreal Area airports.

Among the three airports, Lester B. Pearson International continues to rank first in overall passenger volumes, followed by Montreal Area and Vancouver airports.

TABLE 1

E&D Passengers Top 30 Airports
(000's)

	1984	1985	% Change
Mainline Unit Toll			
Domestic	30573.0	31468.5	2.9
Transborder	7999.6	7901.9	-1.3
Other International	2783.9	3048.1	9.5
Total	41356.0	42418.5	2.6
Charter			
Domestic	617.2	713.6	15.6
International	3303.0	3702.7	12.1
Total	3920.4	4416.3	12.6
Grand Total	45276.4	46834.6	3.4

Totals may not add due to rounding.

TABLE 2

E&D Passengers "Top 3" Airports
(000's)

AIRPORT	1984	1985	% Change
Lester B. Pearson Int'l.[1]			
Mainline Unit Toll			
Domestic	7614.3	7967.3	4.6
Transborder	3819.8	3826.5	0.2
Other International	1101.2	1318.0	19.7
Total	12535.2	13111.7	4.6
Charter			
Domestic	266.8	298.6	11.9
International	1664.7	1968.6	18.3
Total	1931.5	2267.2	17.4
GRAND TOTAL	14466.7	15379.0	6.3
Montreal Area[2]			
Mainline Unit Toll			
Domestic	3608.9	3616.9	0.2
Transborder	1781.1	1816.3	2.0
Other International	1019.5	1057.9	3.8
Total	6409.4	6491.1	1.3
Charter			
Domestic	19.5	3.4	-82.6
International	552.9	622.7	12.6
Total	572.5	626.1	9.4
GRAND TOTAL	6981.9	7117.1	1.9
Vancouver International			
Mainline Unit Toll			
Domestic	4006.7	4108.8	2.5
Transborder	1303.2	1210.1	-7.1
Other International	428.8	430.8	0.5
Total	5738.6	5749.7	0.2
Charter			
Domestic	150.1	215.0	43.2
International	431.8	452.9	4.9
Total	581.9	667.9	14.8
GRAND TOTAL	6320.6	6417.5	1.5

[1] Toronto International Airport was renamed Lester B. Pearson International in December 1983.

[2] Montreal Area refers to operations at Dorval and Mirabel airports.

Totals may not add due to rounding.

II. Aircraft Movements

In 1985, the number of landings and takeoffs at the 61 Transport Canada Tower controlled airports decreased by 2.5%, to 4,938,282, marking the sixth consecutive year with overall decreases in total movements. Once again the decline is attributable to a decrease in local operations, which fell by 193,297 movements to 1,907,664, representing a 9.2% decrease in activity.

As illustrated in Table 3, itinerant movements were up from 1984 volumes, with a total of 3,030,618 in 1985 marking an increase of 2.2% over 1984. Within this category, the Air Carrier-Unit Toll traffic sector showed a considerable increase, 9.9% over the previous year's volumes. Reflected in this figure are both the mainline carriers as well as the other unit toll carriers. It is this latter group of carriers, whose rapidly increasing traffic volumes at Canadian airports has contributed to much higher growth in Air Carrier activity overall, than the mainline carriers' activity alone. Charter traffic also recorded slight growth, with 3% more flights reported in 1985. The Other Commercial and Private sectors, which together comprise a major proportion of the General Aviation component, both registered further decreases in traffic from 1984, 0.2% and 2.4% respectively. The volume of Government aircraft activity changed little, with the Civil category increasing by 0.1% and Military by 1.6%.

As in 1984, the overall decline in the level of total activity was widespread; 31 of the 61 airports reported decreased activity. In most cases, General Aviation or local movements dominate activity at the airports registering a decrease.

As seen in Table 4, four of the five leading airports in 1985 reported increased activity in itinerant movements. In particular, Lester B. Pearson International and Vancouver International airports reported significant increases, with growth rates of 11.5% and 7.7% respectively. Calgary and Dorval interchanged rankings in terms of itinerant movements, with Calgary attaining third place and Dorval slipping back to fourth busiest. As in 1984, Lester B. Pearson remained the busiest airport, with Vancouver and Edmonton Municipal ranking second and fifth, respectively.

TABLE 3

Distribution of Total Aircraft Movements
at Transport Canada Tower Controlled Airports
1983, 1984, 1985

Number of Airports	1983* 61			1984* 61			1985 61		
TYPE OF OPERATION	NUMBER	% OF TOTAL	% CHANGE OVER 1982	NUMBER	% OF TOTAL	% CHANGE OVER 1983	NUMBER	% OF TOTAL	% CHANGE OVER 1984
Itinerant									
Air Carrier - Unit Toll	739609	14.0	-3.7	894994	16.1	10.2	896040	18.1	9.9
- Charter	71069	1.3	6.2	79199	1.5	7.2	78483	1.6	3.0
Other Commercial	1125969	21.4	-9.8	1104210	21.8	-1.9	1101738	22.3	-0.2
Private	741178	14.1	-1.9	735205	14.5	-0.8	717527	14.5	-2.4
Government - Civil	103976	2.0	3.2	102749	2.0	-1.2	102848	2.1	0.1
- Military	100862	1.9	0.7	102348	2.0	1.5	103950	2.1	1.6
TOTAL ITINERANT	2912498**	55.2	-5.0	2966210**	58.5	1.8	3030618**	61.4	2.2
Local									
Civil	2260754	42.9	-7.2	2004540	39.6	-11.3	1814958	36.8	-9.5
Military	99079	1.9	14.9	96350	1.9	-2.8	90940	1.8	-5.6
TOTAL LOCAL	2359868**	44.8	-6.5	2100961**	41.5	-11.0	1907664**	38.6	-9.2
GRAND TOTAL	5272366	100.0	-5.7	5067171	100.0	-3.9	4938282	100.0	-2.5

* Due to a coding problem, some 1983 & 1984 figures have been revised since the last publication. The categories affected include unit toll, charter, government civil, and other commercial.

** Due to a change in reporting system, further breakdown of itinerant and local movements at Vancouver Harbour is not available. Therefore, the sum of the components does not equal the total shown for itinerant and local movements.

TABLE 4

Five Leading Airports In Itinerant Movements
1983, 1984, 1985

AIRPORT	1983 RANK	1983 NUMBER	1984 RANK	1984 NUMBER	1985 RANK	1985 NUMBER
Lester B. Pearson International	1	235467	1	253232	1	282553
Vancouver International	2	222526	2	218689	2	235506
Calgary International	4	147760	4	151132	3	157286
Montreal (Dorval)	3	149092	3	156086	4	152078
Edmonton Municipal	5	127930	5	126020	5	126431

III. Air Cargo

Enplaned and deplaned (E&D) air cargo statistics for the Top 30 airports in Canada are depicted in Table 5. The 1985 vs. 1984 comparison reflects basically no change from the record cargo volumes handled at these sites in 1984.

While volumes carried on international charter services continued to exhibit strong growth (12.8% in 1985), the scheduled services operated by mainline carriers actually decreased slightly (0.2%), balancing out to an overall 0.1% increase in cargo carried on mainline unit toll and international charter services.

Decreases in both domestic and transborder mainline unit toll services (1.4% and 5.4% respectively) contrasted with the continued growth (6.2%) in the other international sector.

Enplaned and deplaned (E&D) cargo volumes at the Top 3 airports are shown in Table 6.

Of the Top 3 airports in Canada, Lester B. Pearson and Vancouver International continued to exhibit modest growth in cargo volumes handled, 2.3% and 2.5% respectively. Montreal Area airports reported a decrease in cargo handled, falling by 3.3% from 1984 volumes. In all cases, 1985 figures reflect a slow down from very strong growth displayed in the previous year.

Together, the Top 3 airports account for over 75% of the total cargo handled at the Top 30 airports. Lester B. Pearson captured the largest share, with over 40%, while Montreal Area and Vancouver airports handled 20% and 15% respectively.

TABLE 5

E&D Cargo Top 30 Airports[1]

(000's Tonnes)

	1984	1985	% Change
Domestic	360.0	354.9	-1.4
Transborder	67.1	63.5	-5.4
Other International	120.4	127.9	6.2
Total Mainline Unit Toll Services	547.5	546.4	-0.2
International Charter	11.7	13.2	12.8
Grand Total	559.2	559.8	0.1

1 These data are based on mainline unit toll and international charter services only. Cargo volumes are not reported for other services.

TABLE 6

E&D Cargo "Top 3" Airports
(000's Tonnes)

AIRPORT	1984	1985	% Change
Lester B. Pearson Int'l.[1]			
Domestic	125.9	123.3	-2.1
Transborder	41.3	39.6	-4.1
Other International	49.4	55.5	12.3
Total Mainline Unit Toll Services	216.6	218.4	0.8
International Charter	3.6	6.8	88.9
GRAND TOTAL	220.2	225.3	2.3
Montreal Area[2]			
Domestic	48.7	46.6	-4.3
Transborder	9.8	9.0	-8.2
Other International	53.0	54.7	3.2
Total Mainline Unit Toll Services	111.4	110.5	-0.8
International Charter	6.1	3.1	-49.2
GRAND TOTAL	117.5	113.6	-3.3
Mirabel			
Domestic	22.7	22.6	-0.4
Transborder	2.4	2.5	4.2
Other International	53.0	54.7	3.2
Total Mainline Unit Toll Services	78.0	79.9	2.4
International Charter	4.9	3.4	-30.6
GRAND TOTAL	82.9	83.3	0.5
Vancouver International			
Domestic	59.1	60.6	2.5
Transborder	10.1	10.1	0.0
Other International	11.9	12.3	3.4
Total Mainline Unit Toll Services	81.2	83.1	2.3
International Charter	0.3	0.4	33.3
GRAND TOTAL	81.5	83.5	2.5

[1] Toronto International Airport was renamed Lester B. Pearson International in December 1983.

[2] Includes data for Dorval and Mirabel combined.

3. CANADIAN LEVEL I CARRIERS' SYSTEM TRAFFIC AND FINANCIAL RESULTS

Traffic results for the Level I Canadian Carriers in 1985 indicate continued growth, although on a significantly reduced scale from that seen in the previous year.

Scheduled passenger traffic for these carriers increased by 1.7% in 1985 to almost 22 million enplaned passengers. With the inclusion of charter services, a total of 25.4 million passengers were enplaned, representing an increase of 2.1%. Likewise, the transportation of goods by these carriers still reflected growth over 1984 volumes, although at a much more modest rate, i.e., less than 2%.

With respect to these carriers' financial standings in 1985, the figures reveal somewhat mixed results. While total operating revenues increased significantly, by 9.7% to (Can.) $4.624 billion, operating expenses increased by even more, 11.4%, to (Can.) $4.572 billion. A drop of almost 2 percentage points from the 67% load factor recorded in 1984 further emphasizes the overall poorer financial performance in 1985. The resulting operating income from the Level I carriers in 1985 was (Can.) $51.6 million, barely half of the (Can.) $110.2 million realized in 1984.

Fuel and oil costs continue to represent the airlines' largest single contributor to operating expenses, claiming almost 25% of the total operating expenses in 1985. Table 8 provides information on fuel consumption and expenditures for the Level I, as well as Levels II and III Canadian air carriers.

Advance information for the year 1986 shows no growth in passenger traffic, and actually a slight decrease in the transport of goods. Operating revenues once again are increasing at a greater rate than operating expenses, with growth rates in the area of 5% and 1% respectively.

In 1985, 53.4% of passengers carried on domestic scheduled services of the Level I carriers travelled on fares involving some form of discount[1] off the regular economy fare. This represents an overall increase over the 49.5% noted in 1984.

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[1] Discount fares include fares on Charter Class, Seat Sales, Advance Purchase Excursion, Group, etc.

In 1985, 54.1% of the passengers travelling in the southern domestic sector were carried on discount fares, while a comparable figure for northern services totalled 39.5% in 1985. These percentages represent an increase over the previous year's levels.

Comparisons of 1984 and 1985 traffic and financial statistics for the Canadian Level I carriers are shown on Table 7. Please note that the data shown in this table is based on unit toll services only.

TABLE 7

Canadian Level I Carriers - Unit Toll Services - Operating and Financial Statistics

	1984	1985	% Change
Passengers Enplaned (000)	21,604	21,981	1.7
Revenue Passenger Kilometres (000)	34,104,887	35,825,351	5.0
Passenger Load Factor (%)	67.0	65.1	-2.8
Goods Tonne-Kilometres (000)	1,105,069	1,136,635	2.9
Total Operating Revenues (Can. $000)	4,215,198	4,623,685	9.7
Total Operating Expenses (Can. $000)	4,104,966	4,572,069	11.4
Operating Income (Loss) (Can. $000)	110,232	51,616	-53.2

Source - Aviation Statistics Centre

TABLE 8

Fuel Consumption and Expenditures for Canadian Air Carriers Levels I, II and III, 1984-1985

TYPE OF FUEL		LEVEL I		LEVEL II		LEVEL III		TOTAL		% CHANGE
		1984	1985	1984	1985	1984	1985	1984	1985	1985/84
		000's		000's		000's		000's		
Turbine Fuel	L	3,213,531.1	3,458,592.6	77,285.7	170,431.7	172,913.9	140,920.1	3,463,730.7	3,769,944.4	8.8
Cost	$	1,004,122.9	1,124,594.6	28,730.9	62,158.5	71,305.4	67,858.8	1,104,159.1	1,254,611.9	13.6
Gasoline	L	-	-	7,284.9	7,503.0	38,906.8	45,568.4	46,191.7	53,071.4	14.9
Cost	$	-	-	3,749.6	4,093.0	20,481.5	24,025.5	24,231.1	28,118.5	16.0
Total Consumption of Fuel	L	3,213,531.1	3,458,592.6	84,570.6	177,934.7	211,820.7	186,488.5	3,509,922.4	3,823,015.8	8.9
Cost	$	1,004,122.9	1,124,594.6	32,480.5	66,251.5	91,786.9	91,884.3	1,128,390.2	1,282,730.4	13.7
Turbine Oil	L	319.1	367.9	23.7	68.3	107.9	175.0	450.7	611.2	35.6
Cost	$	1,783.2	2,099.5	145.2	430.3	728.2	1,029.6	2,656.7	3,559.3	34.0
Piston Oil	L	-	-	202.4	502.7	539.6	1,204.0	742.0	1,706.7	130.0
Cost	$	-	-	261.4	656.1	1,040.2	2,075.1	1,301.6	2,731.1	109.8
Total Consumption of Oil	L	319.1	367.9	266.1	571.0	647.5	1,379.0	1,192.7	2,317.9	94.3
Cost	$	1,783.2	2,099.5	406.6	1,086.4	1,768.4	3,104.7	3,958.3	6,290.4	58.9

Source - Aviation Statistics Centre

4. AIR TRAFFIC IN THE U.S.A.

1985 marked another record year for the U.S. scheduled airlines, with over 380 million passengers carried, representing an increase of 10.3% over the 345 million carried in 1984. Similar increases were noted in revenue passenger miles, while passenger load factors increased almost two percentage points over 1984. Total operating revenues increased by 6.5% in 1985 to a record total of (US) $46 billion, while operating expenses grew by 8.6% to what also represented a record (US) $45.2 billion. Consequently, operating profits decreased by almost 34% from 1984 figures, to a total (US) $1.4 billion. Net Profits fared better, increasing by almost 5% to (US) $863 million. Although fuel costs continued to drop during 1985, labour costs increased, and overall yields (cents per passenger-mile) slipped back to little more than those achieved in 1983, dropping to 11.7¢/RPM in 1985 from 12.1¢/RPM in 1984. As a result of reduced yields and fare competition, only eight of the Major and National carriers combined, achieved a higher operating profit in 1985 than 1984.

The deceleration of growth in the U.S. economy manifested itself in falling air cargo volumes handled at U.S. airports. The overall decrease in the scheduled airlines' cargo ton-miles was over 6%. However, this may in part be a reflection of the diverson of shipments to small-package carriers whose data are not included in the quoted statistics.

Projections for industry performance in 1986 forecast operating profits close to (US) $1.4 billion. In spite of near-record losses in the first quarter of 1986, a turn-around in the latter half of the year, due to fuel cost reductions and higher load factors, is expected to improve overall results.

There was again much activity in the area of mergers/ acquisitions within the U.S. airline industry during 1985. Between 1978 and 1985 a total of 164 carriers were certificated under Section 401. In addition, joint marketing agreements between major and commuter carriers are becoming increasingly common within the U.S. airline industy. As of March 1985, only 74 (46%) were still operating. Comparisons of 1984 and 1985 traffic and financial statistics for the U.S. scheduled airlines are shown in Table 9.

TABLE 9

U.S. Scheduled Airlines - Operating and Financial Statistics

	1984	1985	% Change
Passengers Enplaned (000)	344,683	380,024	10.3
Revenue Passenger Miles (000)	305,115,855	335,897,966	10.1
Revenue Passenger Kilometres (000)[1]	491,013,606	540,550,315	
Passenger Load Factor (%)	59.2	61.4	3.7
Cargo Ton Miles (000)	8,185,366	7,662,459	-6.4
Cargo Tonne-Kilometres (000)[1]	11,947,809	11,184,545	
Total Operating Revenues (U.S. $000)	43,825,047	46,664,414	6.5
Total Operating Expenses (U.S. $000)	41,673,536	45,238,150	8.6
Operating profit (U.S. $000)	2,151,511	1,426,264	-33.7
Net Profit (Loss) (U.S. $000)	824,668	862,715	4.6

Source: Air Transport 1986 - Air Transport Association of America

[1] Metric units have been provided where possible for comparison purposes.

5. NORTH ATLANTIC AND WORLD AIR TRAFFIC

i) North Atlantic Traffic (NAT)

In 1985, more than 23 million passengers flew on North Atlantic routes representing an increase of 6% over 1984. In constrast to the trend of continued strong growth in passengers and flights on scheduled services, traffic on charter services decreased significantly from 1984 volumes. Charter services remain a relatively insignificant proportion, (less that 10%) of the total North Atlantic services, taking into account the relatively small charter market in the U.S. However, it should be noted that this traffic sector remains a significant portion of the Canadian air services.

While passenger travel to/from the United States showed an overall increase of 5%, there was a notable decrease in US-Africa traffic (16%) and no increase in traffic between the U.S. and the Middle East. The U.S. citizen share of passengers on routes to/from the United States was about 69%. This is expected to drop slightly in 1986, due in part to the continued weakening of the U.S. Dollar and also in reaction to the increased terrorist threat.

Traffic to/from Canada on the North Atlantic maintained the previous year's high growth rate, with the number of passengers increasing again by 8%.

Passenger load factors on scheduled services fell by 3 percentage points in 1985, from 71% to 68%.

Annual percentage changes in passenger and flight volumes (NAT) over the last five years, and 1985 preliminary traffic figures, are shown in Table 10.

TABLE 10

North Atlantic Traffic 1981-1985

Scheduled Services	Historic Trend: % Change Over Previous Year 1981	1982	1983	1984	Year 1985: Preliminary	% Change
Flights	-0.2%	-2.7%	0.2%	9.8%	103,910	11.4%
Passengers	3.5%	-5.1%	5.9%	12.6%	20,964,000	7.6%
Charter Services						
Flights	12.9%	23.0%	-8.8%	13.7%	13,670	-10.8%
Passengers	-7.6%	22.4%	8.1%	6.5%	2,271,000	-9.4%
All Services						
Flights	1.2%	0.4%	-1.1%	10.3%	117,580	8.2%
Passengers	2.4%	-2.6%	6.1%	11.9%	23,235,000	5.6%

Note: These figures reflect the scheduled and charter traffic of all airlines operating on this route, including both IATA and non-IATA carriers.

Source: IATA World Air Statistics 1985.

ii) World Traffic

1985 saw moderate growth for the world's airlines in terms of passenger traffic. Scheduled passenger kilometres rose by 7%, while non-scheduled traffic was up by 3.5% over 1984.

During 1985, the airlines of ICAO Contracting States carried an estimated total of 166.57 tonne-km of traffic on scheduled domestic and international services. This represents an increase of 5.2% over 1984 traffic, down somewhat from the 8.5% increase experienced in 1984.

The growth recorded by these airlines in passenger-km remained virtually the same as seen in 1984, increasing by 7.0% to 1360 billion in 1985. Freight tonne-km actually decreased in 1985 by 0.4%, representing a sharp contrast to the high rate of growth (12.9%) seen in 1984. Mail tonne-km maintained some growth (0.9%) although this too was down from higher rates seen in previous years. Passenger traffic still accounted for 73.8 percent of the total load carried.

The carriers of the U.S. and U.S.S.R. combined continue to account for about 48% (36% and 12% respectively) of the total volume of the scheduled passenger, freight and mail traffic carried on international and domestic services. It is interesting to note that Canada ranked 7th in terms of total traffic, generating 2.6% of the world's traffic. Scheduled domestic traffic moving within the United States (56%) and the U.S.S.R. (23%) accounted for 79% of all domestic traffic in the world. On international services about 27% of all traffic is carried by the airlines of the U.S. and the United Kingdom (17% and 10% respectively).

The passenger load factor for total scheduled operations increased again by a percentage point, to 66% in 1985.

A continuation of the general upturn of economic activity noted in 1984, was reflected in the traffic growth which was fairly evenly distributed among all world regions in 1985. Continued economic recovery and increasing traffic demand permitted extensions of routes to include additional points, and new routes to be opened during 1985. In particular, the number of airlines operating very long-range capacity aircraft on routes spanning 10,000 km or more, without making intermediate stops, continued to increase. Some examples were Canadian Pacific Airlines and Cathay Pacific between Vancouver and Hong Kong (11,807 km), EgyptAir between Cairo and New York (10,393 km) and Thai Airways International between Paris and Bangkok (10,876 km).

The number of passenger-km performed on non-scheduled operations grew by 3.5%, to a total of 118.1 billion in 1985. The overall proportion of non-scheduled traffic as a percentage of the total continued to decline slightly to 16.6% in 1985, from 17.1% in 1984.

The favourable trend of financial recovery experienced among the world's airlines in 1984 was maintained throughout 1985 as well. Preliminary estimates for 1985 indicate that the scheduled airlines as a whole achieved an operating profit of nearly 4% of total operating revenues, compared to a profit of 5% in 1984.

The scheduled airlines of ICAO Contracting States (excluding domestic operations in the U.S.S.R.) are estimated to have realized (US) $112.0 billion in operating revenues during 1985, representing an increase of 7% over 1984 results ((US) $104.8 billion). The operating expenses for the same airlines are tentatively estimated at (US) $108.0 billion in 1985, which is an increase of 8% over the (US) $99.7 billion incurred in 1984. While the net result, i.e. profit/loss, cannot yet be estimated for 1985, the world's scheduled airlines in 1984 showed a net profit of (US) $2.0 billion, which represents nearly 2% of operating revenues.

The U.S. airlines' (Majors and Nationals) share of total operating revenues continued to improve to 42% in 1985. (The total referred to here represents that of the scheduled airlines of ICAO Contracting States, excluding domestic operations in the U.S.S.R.).

Tables 11A and 11B provide a comparison of traffic volumes at the major airports in the world.

TABLE 11-A

World's Ten Busiest Airports Based on Commercial* Traffic Volumes - Aircraft Movements

1985 (Preliminary)

City-Airport	Number in 000's	Rank Order
Atlanta - Hartsfield	718.1	1
Chicago - O'Hare	713.6	2
Dallas - Dallas/Ft. Worth	534.5	3
Los Angeles - Los Angeles Intl.	473.5	4
Denver - Stapleton	437.3	5
St. Louis - Lambert	364.4	6
Boston - Logan	347.7	7
San Francisco - San Francisco Intl.	345.0	8
New York - Newark	341.7	9
Pittsburgh - Pittsburgh Intl.	319.5	10
Canadian Three Busiest Airports' Comparative Volumes		
Toronto - Lester B. Pearson Intl.	238.4	24
Vancouver - Vancouver Intl.	181.1	N/A
Montreal - Dorval	120.1	N/A

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* Refers to air services performed by scheduled or non-scheduled carriers which are available to the public for carriage of passengers, mail or cargo, for remuneration (Canadian equivalent of 'Air Carrier' and 'Other Commercial').

Source of foreign airport data: ICAO Statistical Yearbook - Civil Aviation Statistics of the World - 1985.

TABLE 11-B

World's Ten Busiest Airports Based on Commercial** Traffic Volumes - Enplaned & Deplaned Passengers

City-Airport	1985 (Preliminary) Number in 000's	Rank Order
Chicago - O'Hare	48,469	1
Atlanta - Hartsfield	42,495	2
Los Angeles - Los Angeles Intl.	37,648	3
Dallas - Dallas/Ft. Worth	37,104	4
London - Heathrow	31,310	5
New York - Kennedy	28,945	6
New York - Newark	28,577	7
Denver - Stapleton	28,486	8
Tokyo - Tokyo Intl. (Haneda)	27,167	9
San Francisco - San Francisco Intl.	24,931	10
Canadian Three Busiest Airports' Comparative Volumes		
Toronto - Lester B. Pearson Intl.	15,821	19
Vancouver - Vancouver Intl.	7,020	N/A
Montreal - Dorval	5,544	N/A

** Note: In order to maintain as comparable a data base as possible, this figure includes traffic carried on mainline unit toll, other unit toll, and total air charter services.

Source of foreign airport data: ICAO Statistical Yearbook - Civil Aviation Statistics of the World - 1985.

6. ECONOMIC REGULATORY REFORM

In July 1985, the Minister of Transport tabled the discussion paper entitled "Freedom to Move", which proposed substantial reform of economic regulation of the transportation sector in Canada. With reference to domestic air services, it was proposed that:

- entry into any class of commercial air service be governed by a "fit, willing and able" requirement on the part of the operator, focusing on safety and adequate liability insurance;

- licences no longer include restrictions on the type of service that can be offered, for example, "charter" vs. "scheduled" carrier, routes and points to be served, or types of equipment to be used;

- carrier exit be allowed with 60 days public notice;

- in general, there be no ongoing regulation of tariffs, with the exception of the review of fare increases on appeal.

Following a period of consultation with various elements of the transportation industry, a new National Transportation Act (NTA) was tabled in June 1986, and retabled in November 1986. A product of the proposals put forward in "Freedom to Move" together with the outcome of consultations with all interested parties, the NTA is anticipated to encourage more competition, reduce economic regulation and promote a greater reliance on market forces within the transportation sector.

While the Act has not yet been passed, it is recognized as part of ministerial policy. In this capacity, one outcome of the new policy which has already made itself felt through traffic patterns observed in 1985, is the introduction of non-jet services on short-haul routes by other unit toll carriers. Through increased activity in providing a feeder service to the major carriers, as well as developing their own traffic, the overall traffic carried by these commuter carriers grew by almost 40% in 1985.

7. INTERNATIONAL TRAVEL TRENDS

Statistics Canada conducts an on-going survey of international travel based on reports of entries and re-entries from border offices of Revenue Canada. The annual 1985 results are summarized below:

- The total number of residents and non-residents entering Canada by all transport modes increased by 2.7% in 1985;

- While the majority of travel between Canada and the U.S. is still done by automobile, the number of Canadian residents and non-residents travelling between Canada and the U.S. by air increased by 2.8% in 1985 (excludes foreign travel via the U.S.). Again, this underscores the growing influence of the commuter (other unit toll) and charter carriers included in this figure, whose increases in passenger volumes during 1985 far exceeded those of the mainline unit toll carriers;

- The number of non-residents entering Canada from countries other than the United States has decreased by 4.2% while the number of Canadian residents returning from these countries has increased by 14.4%.

APPENDIX "A"

PASSENGER CARGO TRAFFIC AND AIRCRAFT MOVEMENTS AT MAJOR CANADIAN AIRPORTS

1985 historical series of Enplaned and Deplaned Passengers and Cargo at the "Top 30" Canadian airports, and historical series of Aircraft Movements at Canadian Tower-Controlled Airports.

EMPLANED & DEPLANED PASSENGERS (000's) AT MAJOR CANADIAN AIRPORTS - BY SECTOR

PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS) AUX PRINCIPAUX AEROPORTS CANADIENS - PAR SECTEUR

	1984	1985
Domestic/Intérieur	30573.0	31468.5
Transborder/Transfrontalier	7999.6	7901.9
Other International/Autres internationaux	2783.9	3048.1
Total Mainline/Total lignes principales	41356.0	42418.5
Int'l Air Charter/ Affrètements aériens internationaux	3303.0	3702.7
Domestic Air Charter/ Affrètements aériens intérieurs	617.2	713.6
Total Air Charter/ Affrètements aériens totaux	3920.4	4416.3
Mainline Unit Toll and Int'l Air Charter/ Services tarif unitaire des lignes principales et affrètements aériens internationaux	44659.3	46121.0
Mainline Unit Toll and Air Charter/ Services tarif unitaire des lignes principales et affrètements aériens	45276.4	46834.6

Totals may differ slightly due to roundings.
Il se peut que les additions ne concordent pas à cause de l'arrondissement.

Note: International air charter data were not available prior to 1970, and domestic air charter not until 1978.
Les données sur les affrètements aériens internationaux n'étaient pas disponibles avant 1970 et les données sur les affrètements aériens domestique n'étaient pas disponibles avant 1978.

ENPLANED & DEPLANED PASSENGERS (000's) AT MAJOR CANADIAN AIRPORTS - BY SECTOR

PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS) AUX PRINCIPAUX AEROPORTS CANADIENS - PAR SECTEUR

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
Domestic/Intérieur	26461.4	26204.5	26701.2	28334.3	32768.9	34769.5	34612.8	30335.7	28719.2	30573.0
Transborder/Transfrontalier	5821.0	6466.7	6892.2	7493.4	8368.1	8623.9	8587.9	7691.6	7461.1	7999.6
Other International/ Autres internationaux	2089.0	2206.6	2483.5	2594.2	2817.7	2680.1	2535.3	2395.4	2467.6	2783.9
Total Mainline/Total lignes principales	34371.2	34872.6	36076.8	38421.9	43954.5	46073.4	45736.1	40422.2	38647.6	41356.0
Int'l Air Charter/ Affrètements aériens internationaux	2031.4	2148.4	2280.5	2388.2	2506.4	2556.4	2605.1	2928.7	3090.5	3303.0
Domestic Air Charter/ Affrètements aériens intérieurs				156.3	114.9	215.6	367.6	496.5	671.1	617.2
Total Air Charter/ Affrètements aériens totaux	2031.4	2148.4	2280.5	2544.8	2621.4	2772.4	2972.6	3425.2	3761.6	3920.4
Mainline Unit Toll and Int'l Air Charter/ Services tarif unitaire des lignes principales et affrètements aériens internationaux	36402.6	37021.8	38357.7	40809.6	46461.1	48629.7	48341.0	43351.0	41738.0	44659.3
Mainline Unit Toll and Air Charter/ Services tarif unitaire des lignes principales et affrètements aériens				40965.8	46575.7	48845.6	48708.3	43847.2	42408.8	45276.4

Totals may differ slightly due to roundings.
Il se peut que les additions ne concordent pas à cause de l'arrondissement.

Note: International air charter data were not available prior to 1970, and domestic air charter not until 1978.
Les données sur les affrètements aériens internationaux n'étaient pas disponibles avant 1970 et les données sur les affrètements aériens domestiques n'étaient pas disponibles avant 1978.

MAJOR CANADIAN AIRPORTS

MAINLINE UNIT TOLL & AIR CHARTER SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS(000'S)

PRINCIPAUX AEROPORTS CANADIENS

SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES ET AFFRETEMENTS AERIENS - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES (EN MILLIERS)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.
Calgary Int'l	3736.7	3756.2	0.5
Charlottetown	161.6	158.3	-2.0
Edmonton Mun.	705.4	725.5	2.8
Edmonton Int'l	1991.7	1998.7	0.4
Fort St. John	138.4	141.8	2.5
Fredericton	197.2	187.7	-4.8
Gander Int'l	126.1	118.8	-5.8
Halifax Int'l	1572.6	1744.0	10.9
Kamloops	141.3	137.8	-2.5
Kelowna	339.2	437.7	29.0
Lester B. Pearson Int'l	14466.7	15379.0	6.3
Moncton	217.6	220.8	1.5
Montreal (Dorval)	5555.2	5437.1	-2.1
Montreal (Mirabel)	1426.7	1680.0	17.8
Ottawa Int'l	1967.7	1971.4	0.2
Prince George	215.0	220.0	2.3
Quebec	594.5	601.4	1.2
Regina	589.1	598.4	1.6
Saint John	168.1	200.2	19.1
St. John's	486.7	509.6	4.7
Saskatoon	582.3	578.2	-0.7
Sault Ste. Marie	167.2	181.4	8.5
Sept Iles	156.1	145.6	-6.7
Sudbury	138.8	122.7	-11.6
Sydney	143.1	145.4	1.6
Thunder Bay	381.5	412.3	8.1
Vancouver Int'l	6320.6	6417.5	1.5
Victoria Int'l	350.1	316.7	-9.5
Windsor	192.6	231.0	19.9
Winnipeg Int'l	2046.6	2059.4	0.6
TOTAL	45276.4	46834.6	3.4

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL & AIR CHARTER SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES ET AFFRETEMENTS AÉRIENS - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES
(EN MILLIERS)

	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.	
Calgary Intl.	2963.0	3643.9	4096.6	4348.5	3899.9	3659.5	3736.7	2.1	
Charlottetown	168.3	191.0	186.8	183.9	158.1	136.4	161.6	18.5	
Edmonton Mun.	743.8	828.1	888.7	918.0	757.9	696.3	705.4	1.3	
Edmonton Intl.	1805.8	2198.8	2438.1	2399.0	2132.0	1952.9	1991.7	2.0	
Fort St. John	210.0	235.1	259.8	254.9	185.5	140.6	138.4	-1.6	
Fredericton	195.5	203.5	191.0	197.3	186.5	159.8	197.2	23.4	
Gander Intl.	168.5	181.7	176.7	164.4	133.2	113.3	126.1	11.3	
Halifax Intl.	1349.4	1509.5	1506.3	1564.8	1485.7	1378.4	1572.6	14.1	
Kamloops	185 *	215.7	232.7	235.5	166.2	146.1	141.3	-3.3	
Kelowna	276 *	339.9	394.4	414.3	344 *	300 *	339.2	13.1	
Lester B. Pearson Intl.	12077.2	13753.3	14256.1	14260.0	13299.3	13355.3	14466.7	8.3	
Moncton	201.7	234.6	239.3	233.8	213.2	200.3	217.6	8.6	
Montreal (Dorval)	5569.1	6151.8	6275.4	6185.4	5408.2	5093.8	5555.2	9.1	} 10.2
Montreal (Mirabel)	1489.5	1531.4	1389.2	1217.9	1184.6	1243.4	1426.7	14.7	
Ottawa	1658.4	1837.8	1909.2	1866.7	1798.5	1793.9	1967.7	9.7	
Prince George	268.4	297.8	329.6	325.5	253.1	216.9	215.0	-0.9	
Quebec	596.1	645.4	622.8	591.7	512.8	500.7	594.5	18.7	
Regina	524.1	586.9	615.7	611.9	577.0	556.5	589.1	5.9	
Saint John	184.4	205.8	203.0	190.9	170.7	163.8	168.1	2.6	
St. John's	473.5	518.4	532.6	526.1	491.1	450.2	486.7	8.1	
Saskatoon	458.0	554.4	597.9	600.9	562.5	536.4	582.3	8.6	
Sault Ste. Marie	156.1	178.1	191.1	187.6	149.2	146.6	167.2	14.1	
Sept Iles	207.3	227.7	194.9	174.0	125.3	131.1	156.1	19.1	
Sudbury	183.6	207.6	214.8	195.2	152.3	133.3	138.8	4.1	
Sydney	177.3	193.9	186.4	172.7	154.0	136.5	143.1	4.8	
Thunder Bay	385.0	423.6	445.8	421.1	358.3	343.0	381.5	11.2	
Vancouver Intl.	5512.5	6358.8	6968.5	7045.7	*6209.7	6145.6	6320.6	2.8	
Victoria	506.4	561.3	605.6	602.2	525.1	457.8	350.1	-23.5	
Windsor	270.1	321.0	327.7	297.1	235.6	180.9	192.6	6.5	
Winnipeg Intl.	2001.8	2238.9	2368.9	2316.3	2017.7	1939.5	2046.6	5.5	
TOTAL	40965.8	46575.7	48845.6	48708.3	43847.2	42408.8	45276.4	6.8	

*Traffic estimate due to PWA reporting problems (note: estimate in 000's).
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS

MAINLINE UNIT TOLL & INTERNATIONAL AIR CHARTER SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS(000'S)

PRINCIPAUX AEROPORTS CANADIENS

SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES ET AFFRETEMENTS AERIENS INTERNATIONAUX - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES (EN MILLIERS)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.	
Calgary Int'l	3661.9	3690.0	0.8	
Charlottetown	159.7	158.3	-0.9	
Edmonton Mun.	705.0	725.5	2.9	
Edmonton Int'l	1947.7	1943.2	-0.2	
Fort St. John	138.4	141.8	2.5	
Fredericton	197.2	187.7	-4.8	
Gander Int'l	126.1	118.8	-5.8	
Halifax Int'l	1561.1	1734.1	11.1	
Kamloops	141.3	137.8	-2.5	
Kelowna	325.3	388.7	19.5	
Lester B. Pearson Int'l	14199.9	15080.3	6.2	
Moncton	217.6	220.8	1.5	
Montreal (Dorval)	5535.7	5435.7	-1.8	1
Montreal (Mirabel)	1426.7	1678.1	17.6	1 2.2
Ottawa Int'l	1967.2	1970.8	0.2	
Prince George	215.0	219.8	2.2	
Quebec	594.5	601.4	1.2	
Regina	586.6	598.4	2.0	
Saint John	168.1	200.2	19.1	
St. John's	485.0	509.6	5.1	
Saskatoon	574.1	574.0	0.0	
Sault Ste. Marie	167.2	181.4	8.5	
Sept Iles	156.1	145.6	-6.7	
Sudbury	138.8	122.7	-11.6	
Sydney	143.1	145.4	1.6	
Thunder Bay	381.5	412.3	8.1	
Vancouver Int'l	6170.5	6202.6	0.5	
Victoria Int'l	349.5	315.7	-9.7	
Windsor	190.9	228.4	19.6	
Winnipeg Int'l	2027.6	2051.9	1.2	
TOTAL	44659.3	46121.0	3.3	

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL & INTERNATIONAL AIR CHARTER SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES ET AFFRETEMENTS AÉRIENS INTERNATIONAUX - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES (EN MILLIERS)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1983/84% CHANGE/DIFF.	
Calgary Intl.	2283.1	2427 *	2633.3	2954.3	3629.9	4072.6	4272.1	3813.8	3573.1	3661.9	2.5	
Charlottetown	158.5	155.2	165.8	166.9	190.7	186.8	183.9	158.1	136.4	159.7	17.1	
Edmonton Mun.	607.5	668 *	681.9	743.8	828.1	888.5	917.6	757.2	695.9	705.0	1.3	
Edmonton Intl.	1441.8	1495 *	1627.7	1802.2	2194.6	2424.9	2375.2	2105.1	1901.6	1947.7	2.4	
Fort St. John	148.7	155.5	174.2	209.8	234.9	259.8	254.9	185.5	140.6	138.4	- 1.6	
Fredericton	169.4	177.7	194.0	195.5	203.5	191.0	197.3	186.5	159.7	197.2	23.5	
Gander Intl.	151.6	154.5	155.0	168.5	180.1	174.9	163.2	133.2	113.3	126.1	11.3	
Halifax Intl.	1212.4	1257.9	1289.4	1346.7	1507.8	1505.7	1564.5	1485.7	1359.4	1561.1	14.8	
Kamloops	154.5	160 *	175 *	185 *	215.4	232.5	235.3	166.2	146.1	141.3	- 3.3	
Kelowna	241.6	245 *	260 *	276 *	339.9	391.8	412.1	344 *	300 *	325.3	8.4	
Lester B. Pearson Intl.	10513.4	10782.2	11279.0	12014.6	13707.9	14169.8	14102.9	13086.9	13043.2	14199.9	8.9	
Moncton	220.4	205.8	201.1	201.4	234.4	239.1	233.8	213.2	200.3	217.6	8.6	
Montreal (Dorval)	6704.9	5260.2	5374.7	5560.0	6145.8	6269.6	6172.3	5391.8	5077.0	5535.7	9.0	} 10.2
Montreal (Mirabel)	93.8	1428.1	1432.5	1487.0	1530.0	1388.9	1217.6	1184.5	1243.4	1426.7	14.7	
Ottawa	1510.0	1493.5	1573.1	1657.4	1836.2	1908.5	1865.1	1798.0	1793.2	1967.2	9.7	
Prince George	211.0	213 *	231.9	267.6	297.3	329.4	324.1	253.1	216.9	215.0	- 0.9	
Quebec	538.3	555.8	575.1	593.8	644.0	621.2	590.6	512.3	500.7	594.5	18.7	
Regina	498.7	516.6	515.1	523.3	586.6	614.1	611.2	577.0	554.5	586.6	5.8	
Saint John	208.1	187.5	169.4	184.3	205.8	203.0	190.9	170.7	163.8	168.1	2.6	
St. John's	387.3	415.3	432.4	468.4	514.6	529.8	523.2	488.9	448.3	485.0	8.2	
Saskatoon	427.4	436.1	443.5	458.0	553.8	596.5	600.8	562.3	529.8	574.1	8.4	
Sault Ste. Marie	155.5	146.0	147.2	155.9	177.8	190.8	187.3	149.1	146.6	167.2	14.1	
Sept Iles	230.9	199.2	225.3	207.2	227.6	194.9	174.0	125.2	131.1	156.1	19.1	
Sudbury	177.1	179.5	176.3	183.6	207.3	214.6	195.0	152.3	133.1	138.8	4.3	
Sydney	192.9	184.7	170.8	177.3	193.9	185.2	172.7	154.0	136.5	143.1	4.8	
Thunder Bay	331.7	341.5	363.0	384.7	423.1	445.7	423.6	358.3	343.0	381.5	11.2	
Vancouver Intl.	4677.1	4930 *	5016.3	5483.2	6341.3	6904.0	6970.8	6074.2	5981.2	6170.5	3.2	
Victoria	444 *	433 *	462.4	505.8	561.0	605.3	601.3	525.1	457.4	349.5	-23.6	
Windsor	333.6	302.6	265.5	269.6	320.7	326.5	296.5	233.7	179.0	190.9	6.6	
Winnipeg Intl.	1927.4	1915.4	1946.8	1977.8	2227.1	2364.3	2311.2	2005.1	1932.9	2027.6	4.9	
TOTAL	36402.6	37021.8	38357.7	40809.6	46461.1	48629.7	48341.0	43351.0	41738.0	44659.3	7.0	

*Traffic estimate due to PWA reporting problems (note: estimate in 000's)
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS (000'S)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES
(EN MILLIERS)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.
Calgary Int'l	3458.8	3508.6	1.4
Charlottetown	159.3	157.6	-1.1
Edmonton Mun.	704.0	724.2	2.9
Edmonton Int'l	1790.4	1786.2	-0.2
Fort St. John	138.4	141.8	2.5
Fredericton	197.2	187.6	-4.9
Gander Int'l	124.8	118.1	-5.4
Halifax Int'l	1534.2	1697.3	10.6
Kamloops	141.3	137.8	-2.5
Kelowna	324.0	384.7	18.7
Lester B. Pearson Int'l	12535.2	13111.7	4.6
Moncton	217.2	220.6	1.6
Montreal (Dorval)	5291.0	5221.1	-1.3
Montreal (Mirabel)	1118.4	1270.0	13.6
Ottawa Int'l	1938.8	1935.1	-0.2
Prince George	214.8	219.6	2.2
Quebec	513.3	519.8	1.3
Regina	568.2	578.9	1.9
Saint John	167.8	200.2	19.3
St. John's	482.6	505.3	4.7
Saskatoon	550.6	550.5	0.0
Sault Ste. Marie	167.1	181.4	8.6
Sept Iles	156.1	145.6	-6.7
Sudbury	138.8	122.5	-11.7
Sydney	143.1	145.4	1.6
Thunder Bay	381.1	411.7	8.0
Vancouver Int'l	5738.6	5749.7	0.2
Victoria Int'l	316.3	291.3	-7.9
Windsor	190.1	227.6	19.7
Winnipeg Int'l	1954.5	1966.6	0.6
TOTAL	41356.0	42418.5	2.6

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES (EN MILLIERS)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.	
Calgary Intl.	2217.7	2335 *	2528.9	2852.9	3479.8	3907.6	4118.5	3640.4	3365.6	3458.8	2.8	
Charlottetown	158.1	155.0	165.1	166.3	190.2	186.8	183.9	158.1	135.9	159.3	17.2	
Edmonton Mun.	606.6	665 *	680.2	742.0	826.8	888.0	916.8	756.2	695.4	704.0	1.2	
Edmonton Intl.	1356.5	1418 *	1542.2	1709.3	2060.4	2275.9	2243.2	1965.0	1755.6	1790.4	2.0	
Fort St. John	148.7	155.5	174.2	209.8	234.9	259.8	254.9	185.5	140.6	138.4	- 1.6	
Fredericton	169.2	177.7	194.0	195.2	203.5	191.0	197.3	186.5	159.6	197.2	23.6	
Gander Intl.	149.6	149.7	152.3	165.8	178.1	173.3	161.4	131.8	111.9	124.8	11.5	
Halifax Intl.	1188.9	1226.1	1251.4	1300.6	1476.7	1472.9	1536.8	1458.9	1331.1	1534.2	15.3	
Kamloops	154.5	160 *	175 *	185 *	215.4	232.5	235.3	166.2	146.1	141.3	- 3.3	
Kelowna	241.5	244 *	259 *	276 *	339.9	391.8	412.1	344 *	300 *	324.0	8.0	
Lester B. Pearson Intl.	9392.6	9670.0	10100.0	10794.1	12477.7	12952.6	12861.7	11689.2	11477.4	12535.2	9.2	
Moncton	217.8	204.8	198.9	200.8	233.8	238.7	233.5	213.2	200.0	217.2	8.6	
Montreal (Dorval)	6376.8	5196.6	5286.3	5440.4	6076.8	6164.3	5962.8	5135.7	4847.1	5291.0	9.2	8.6
Montreal (Mirabel)	70.8	1100.4	1085.2	1130.4	1172.0	1103.4	1044.5	1013.1	1052.2	1118.4	6.3	
Ottawa	1493.2	1471.5	1543.8	1614.3	1801.6	1874.1	1834.7	1759.9	1753.4	1938.8	10.6	
Prince George	211.0	213 *	231.9	267.2	297.3	329.1	323.9	252.6	216.5	214.8	- 0.8	
Quebec	534.7	547.8	565.8	585.8	640.7	607.2	549.1	457.1	443.9	513.3	15.6	
Regina	497.4	510.4	507.2	517.7	581.7	612.9	609.4	572.0	540.5	568.2	5.1	
Saint John	208.0	187.5	169.4	184.3	205.8	202.8	190.9	170.7	163.8	167.8	2.4	
St. John's	385.1	414.5	425.5	459.7	511.0	528.2	522.2	486.7	445.3	482.6	8.4	
Saskatoon	424.8	429.7	438.0	454.0	549.6	594.3	591.1	545.1	512.0	550.6	7.5	
Sault Ste. Marie	155.0	145.7	146.7	155.9	177.7	190.8	187.3	149.1	146.6	167.1	14.0	
Sept Iles	230.9	199.2	225.3	207.2	227.5	194.9	174.0	125.2	131.1	156.1	19.1	
Sudbury	176.7	179.0	175.9	181.8	207.3	213.8	194.6	152.3	133.0	138.8	4.4	
Sydney	192.7	184.7	170.8	176.9	193.9	185.2	172.7	154.0	136.5	143.1	4.8	
Thunder Bay	331.0	341.3	363.0	384.5	423.0	443.0	422.8	358.0	342.2	381.1	11.4	
Vancouver Intl.	4464.5	4659 *	4741.9	5203.2	5985.4	6477.6	6508.8	5548.2	5497.7	5738.6	4.4	
Victoria	441 *	427 *	458.4	502.6	554.1	598.5	594.6	512.5	426.9	316.3	-25.9	
Windsor	244.8	239.6	234.2	241.7	282.8	285.4	255.3	208.4	167.9	190.1	13.2	
Winnipeg Intl.	1931.1	1864.9	1886.3	1916.5	2149.1	2297.0	2242.0	1926.6	1871.8	1954.5	4.4	
TOTAL	34371.2	34872.6	36076.8	38421.9	43954.5	46073.4	45736.1	40422.2	38647.6	41356.0	7.0	

* Traffic estimate due to PWA reporting problems (note: estimate in 000's).
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - DOMESTIC ENPLANED & DEPLANED REVENUE PASSENGERS (000'S)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR INTERIEUR
(EN MILLIERS)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.	
Calgary Int'l	2831.2	2892.2	2.2	
Charlottetown	159.3	157.6	-1.1	
Edmonton Mun.	704.0	724.2	2.9	
Edmonton Int'l	1634.5	1667.0	2.0	
Fort St. John	138.4	141.8	2.5	
Fredericton	196.9	187.6	-4.7	
Gander Int'l	111.8	105.2	-5.9	
Halifax Int'l	1452.6	1605.4	10.5	
Kamloops	141.3	137.8	-2.5	
Kelowna	324.0	384.7	18.7	
Lester B. Pearson Int'l	7614.3	7967.3	4.6	
Moncton	217.0	220.5	1.6	
Montreal (Dorval)	3539.2	3559.8	0.6	2
Montreal (Mirabel)	69.7	57.1	-18.1	3 0.2
Ottawa Int'l	1793.2	1792.0	-0.1	
Prince George	214.8	219.6	2.2	
Quebec	505.8	503.2	-0.5	
Regina	549.3	558.7	1.7	
Saint John	162.6	194.1	19.4	
St. John's	482.6	505.3	4.7	
Saskatoon	550.2	550.4	0.0	
Sault Ste. Marie	167.1	181.4	8.6	
Sept Iles	156.1	145.6	-6.7	
Sudbury	138.8	122.5	-11.7	
Sydney	143.1	145.4	1.6	
Thunder Bay	381.1	411.7	8.0	
Vancouver Int'l	4006.7	4108.8	2.5	
Victoria Int'l	315.0	291.3	-7.5	
Windsor	190.1	227.6	19.7	
Winnipeg Int'l	1682.3	1702.7	1.2	
TOTAL	30373.0	31468.5	2.9	

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - DOMESTIC ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR INTERIEUR (EN MILLIERS)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.	
Calgary Intl.	1901.1	1928 *	2019.8	2263.3	2790.9	3178.5	3342.5	2958.7	2730.7	2831.2	3.7	
Charlottetown	158.1	155.0	165.1	166.3	190.2	186.8	183.9	158.1	135.9	159.3	17.2	
Edmonton Mun.	606.6	665 *	680.2	742.0	826.8	888.0	916.8	756.2	695.4	704.0	1.2	
Edmonton Intl.	1272.9	1300 *	1431.8	1542.2	1848.5	2030.4	1929.2	1732.6	1587.1	1634.5	3.0	
Fort St. John	148.7	155.5	174.2	209.8	234.9	259.8	254.9	185.5	140.6	138.4	- 1.6	
Fredericton	169.2	177.2	193.2	194.9	203.1	190.8	197.2	186.4	159.5	196.9	23.4	
Gander Intl.	132.0	134.0	139.3	152.6	164.5	161.5	148.4	118.5	98.7	111.8	13.3	
Halifax Intl.	1066.4	1111.1	1153.8	1209.3	1353.4	1379.2	1453.9	1396.7	1272.1	1452.6	14.2	
Kamloops	154.5	160 *	175 *	185 *	215.4	232.5	235.3	166.2	146.1	141.3	- 3.3	
Kelowna	241.5	244 *	259 *	276 *	339.8	391.8	412.1	344 *	300 *	324.0	8.0	
Lester B. Pearson Intl.	5983.4	5908.2	5884.7	6249.2	7308.9	7743.1	7856.1	7117.6	7008.3	7614.3	8.6	
Moncton	217.8	204.8	198.9	200.8	233.6	238.7	233.5	213.2	200.0	217.0	8.5	
Montreal (Dorval)	3953.4	3580.1	3559.1	3615.3	4104.0	4186.4	4045.7	3386.6	3230.7	3539.2	9.5	9.6
Montreal (Mirabel)	9.9	116.7	107.5	116.2	118.5	105.5	70.7	60.8	62.7	69.7	11.2	
Ottawa	1461.4	1434.6	1500.8	1563.5	1747.8	1814.4	1758.0	1639.3	1625.0	1793.2	10.4	
Prince George	211.0	213 *	231.9	267.2	297.3	329.1	323.9	252.6	216.5	214.8	- 0.8	
Quebec	518.9	545.7	565.8	585.8	640.7	607.2	549.1	457.1	443.9	505.8	13.9	
Regina	497.4	510.4	507.2	517.7	581.7	612.9	594.4	551.5	520.9	549.3	5.5	
Saint John	193.6	173.8	155.0	170.2	189.4	187.8	178.1	159.1	150.8	162.6	7.8	
St. John's	385.1	414.5	425.5	459.2	510.6	528.2	522.2	486.7	445.3	482.6	8.4	
Saskatoon	424.8	429.6	437.9	454.0	549.6	594.3	591.1	544.9	511.9	550.2	7.5	
Sault Ste. Marie	155.0	145.7	146.7	155.9	177.7	190.8	187.3	149.1	146.6	167.1	14.0	
Sept Iles	230.9	199.2	225.3	207.2	227.5	194.9	174.0	125.2	131.1	156.1	19.1	
Sudbury	176.7	179.0	175.9	181.8	207.3	213.8	194.6	152.3	133.0	138.8	4.4	
Sydney	192.7	184.7	170.8	176.9	193.9	185.1	172.7	154.0	136.4	143.1	4.9	
Thunder Bay	314.1	323.1	343.6	362.9	401.5	425.2	422.8	358.0	342.2	381.1	11.4	
Vancouver Intl.	3369.7	3388 *	3436.9	3764.4	4470.9	4887.4	4907.7	4152.3	3963.9	4006.7	1.1	
Victoria	380.2	385 *	403.4	441.8	494.9	541.8	546.0	481.9	401.2	315.0	-21.5	
Windsor	244.8	239.5	234.2	241.7	282.8	285.2	255.3	208.4	167.9	190.1	13.2	
Winnipeg Intl.	1689.6	1599.1	1598.7	1661.2	1862.8	1998.4	1955.4	1682.2	1614.8	1682.3	4.2	
TOTAL	26461.4	26204.5	26701.2	28334.3	32768.9	34769.5	34612.8	30335.7	28719.2	30573.0	6.5	

* Traffic estimate due to PWA reporting problems (note: estimate in 000's).
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS

MAINLINE UNIT TOLL SERVICES - TRANSBORDER ENPLANED & DEPLANED REVENUE PASSENGERS (000'S)

PRINCIPAUX AEROPORTS CANADIENS

SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR TRANSFRONTALIER (EN MILLIERS)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.
Calgary Int'l	538.6	528.7	-1.8
Charlottetown	0.0	0.0	NA
Edmonton Mun.	0.0	0.0	NA
Edmonton Int'l	99.3	64.0	-35.5
Fort St. John	0.0	0.0	NA
Fredericton	0.4	0.0	NA
Gander Int'l	0.0	0.0	NA
Halifax Int'l	37.6	35.6	-5.3
Kamloops	0.0	0.0	NA
Kelowna	0.0	0.0	NA
Lester B. Pearson Int'l	3819.8	3826.5	0.2
Moncton	0.2	0.1	-50.0
Montreal (Dorval)	1751.3	1661.1	-5.2
Montreal (Mirabel)	29.8	155.2	NA
Ottawa Int'l	145.5	140.1	-3.7
Prince George	0.0	0.0	NA
Quebec	0.0	7.2	NA
Regina	18.9	20.2	6.9
Saint John	5.2	6.1	17.3
St. John's	0.0	0.0	NA
Saskatoon	0.3	0.1	-66.7
Sault Ste. Marie	0.0	0.0	NA
Sept Iles	0.0	0.0	NA
Sudbury	0.0	0.0	NA
Sydney	0.0	0.0	NA
Thunder Bay	0.0	0.0	NA
Vancouver Int'l	1303.2	1210.1	-7.1
Victoria Int'l	1.2	0.0	NA
Windsor	0.1	0.0	NA
Winnipeg Int'l	248.2	246.9	-0.5
TOTAL	7999.6	7901.9	-1.2

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TRANSBORDER ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR TRANSFRONTALIER (EN MILLIERS)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.	
Calgary Intl.	290.2	363.7	442.2	525.9	612.2	650.2	684.7	586.9	550.0	538.6	- 2.1	
Charlottetown												
Edmonton Mun.												
Edmonton Intl.	48.9	75.0	57.6	97.8	144.1	180.5	248.4	172.0	112.4	99.3	-11.7	
Fort St. John												
Fredericton		0.5	0.8	0.3	0.4	0.2	0.1		0.1	0.4	N/A	
Gander Intl.												
Halifax Intl.	79.6	69.6	50.2	48.2	66.4	45.1	28.1	15.8	18.3	37.6	N/A	
Kamloops												
Kelowna					0.1							
Lester B. Pearson Intl.	2613.1	2881.5	3135.6	3435.0	3931.3	4043.6	3978.9	3647.9	3539.3	3819.8	7.9	
Moncton				0.1	0.1			0.1		0.2	N/A	
Montreal (Dorval)	1504.5	1615.3	1707.5	1822.5	1972.0	1977.6	1915.6	1749.0	1615.9	1751.3	8.4	8.3
Montreal (Mirabel)	1.4	27.2	19.1	21.8	23.6	21.9	23.7	22.4	29.1	29.8	2.4	
Ottawa	31.9	36.8	42.6	50.8	53.6	59.7	76.7	120.7	128.4	145.5	13.3	
Prince George												
Quebec	15.8	2.1										
Regina							15.0	20.5	19.6	18.9	- 3.6	
Saint John	14.5	13.6	14.4	14.2	16.4	15.1	12.8	11.7	12.9	5.2	-59.7	
St. John's				0.3								
Saskatoon								0.2	0.2	0.3	50.0	
Sault Ste. Marie												
Sept Iles												
Sudbury												
Sydney						0.1			0.1			
Thunder Bay	16.9	18.2	19.4	21.6	21.5	17.8						
Vancouver Intl.	929.1	1086 *	1094.7	1180.7	1220.6	1290.7	1300.8	1089.0	1172.5	1303.2	11.1	
Victoria	61 *	42 *	55.0	60.8	59.1	56.7	48.6	30.6	25.6	1.2	-95.3	
Windsor									0.3	0.1	-66.7	
Winnipeg Intl.	214.1	235.2	253.1	213.4	246.7	264.7	254.5	224.8	236.4	248.2	5.0	
TOTAL	5821.0	6466.7	6892.2	7493.4	8368.1	8623.9	8587.9	7691.6	7461.1	7999.6	7.2	

* Traffic estimate due to PWA reporting problems (note: estimate in 000's).
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - OTHER INTERNATIONAL ENPLANED & DEPLANED REVENUE PASSENGERS (000'S)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR AUTRES INTERNATIONAU
(EN MILLIERS)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.
Calgary Int'l	89.0	87.7	-1.5
Charlottetown	0.0	0.0	NA
Edmonton Mun.	0.0	0.0	NA
Edmonton Int'l	56.7	55.3	-2.5
Fort St. John	0.0	0.0	NA
Fredericton	0.0	0.0	NA
Gander Int'l	13.0	12.9	-0.8
Halifax Int'l	44.0	56.3	28.0
Kamloops	0.0	0.0	NA
Kelowna	0.0	0.0	NA
Lester B. Pearson Int'l	1101.2	1318.0	19.7
Moncton	0.0	0.0	NA
Montreal (Dorval)	0.6	0.2	-66.7
Montreal (Mirabel)	1018.9	1057.7	3.8
Ottawa Int'l	0.2	2.9	NA
Prince George	0.0	0.0	NA
Quebec	7.5	9.4	25.3
Regina	0.0	0.0	NA
Saint John	0.0	0.0	NA
St. John's	0.0	0.0	NA
Saskatoon	0.0	0.0	NA
Sault Ste. Marie	0.0	0.0	NA
Sept Iles	0.0	0.0	NA
Sudbury	0.0	0.0	NA
Sydney	0.0	0.0	NA
Thunder Bay	0.0	0.0	NA
Vancouver Int'l	428.8	430.8	0.5
Victoria Int'l	0.0	0.0	NA
Windsor	0.0	0.0	NA
Winnipeg Int'l	24.0	16.9	-29.6
TOTAL	2783.9	3048.1	9.5

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - OTHER INT'L ENPLANED & DEPLANED REVENUE PASSENGERS

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR AUTRES INTERNATIONAUX (EN MILLIERS)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.	
Calgary Intl.	26.4	44.0	66.9	63.6	76.7	78.9	91.2	94.8	84.9	89.0	4.8	
Charlottetown												
Edmonton Mun.												
Edmonton Intl.	34.7	43.4	52.8	69.4	67.8	65.0	65.5	60.5	56.1	56.7	1.1	
Fort St. John												
Fredericton												
Gander Intl.	17.6	15.7	13.0	13.2	13.6	11.8	13.0	13.4	13.1	13.0	- 0.8	
Halifax Intl.	42.9	45.5	47.5	43.1	56.9	48.6	54.9	46.4	40.8	44.0	7.8	
Kamloops												
Kelowna												
Lester B. Pearson Intl.	796.1	880.2	1079.7	1109.8	1237.5	1165.9	1026.8	923.8	929.9	1101.2	18.4	
Moncton					0.2							
Montreal (Dorval)	918.8	1.2	19.7	2.6	0.8	0.3	1.5	0.1	0.4	0.6	50.0	
Montreal (Mirabel)	59.5	956.5	958.6	992.3	1030.0	976.0	950.1	929.8	960.4	1018.9	6.1	6.1
Ottawa			0.4		0.2	-				0.2	N/A	
Prince George												
Quebec										7.5	N/A	
Regina												
Saint John												
St. John's				0.2	0.4							
Saskatoon		0.1	0.1									
Sault Ste. Marie												
Sept Iles												
Sudbury												
Sydney												
Thunder Bay												
Vancouver Intl.	165.7	185.3	210.3	258.1	294.0	299.5	300.3	307.0	361.3	428.8	18.7	
Victoria												
Windsor		0.1				0.2						
Winnipeg Intl.	27.3	30.6	34.5	41.9	39.6	33.9	32.0	19.6	20.7	24.0	15.9	
TOTAL	2089.0	2202.6	2483.5	2594.2	2817.7	2680.1	2535.3	2395.4	2467.6	2783.9	12.8	

A dash indicates that less than 50 passengers are reported.
Un trait indique un nombre de passagers inférieur à 50.

MAJOR CANADIAN AIRPORTS
TOTAL AIR CHARTER SERVICES - ENPLANED & DEPLANED PASSENGERS (000'S)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS TOTAUX - PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.
Calgary Int'l	277.9	247.6	-10.9
Charlottetown	2.3	0.7	-69.6
Edmonton Mun.	1.4	1.3	-7.1
Edmonton Int'l	201.2	212.4	5.6
Fort St. John	0.0	0.0	NA
Fredericton	0.0	0.0	NA
Gander Int'l	1.3	0.7	-46.2
Halifax Int'l	38.5	46.8	21.6
Kamloops	0.0	0.0	NA
Kelowna	15.2	33.0	NA
Lester B. Pearson Int'l	1931.5	2267.2	17.4
Moncton	0.4	0.2	-50.0
Montreal (Dorval)	264.2	216.0	-18.2
Montreal (Mirabel)	308.3	410.1	33.0
Ottawa Int'l	28.9	36.4	26.0
Prince George	0.2	0.4	100.0
Quebec	81.2	81.7	0.6
Regina	20.9	19.5	-6.7
Saint John	0.3	0.0	NA
St. John's	4.1	4.3	4.9
Saskatoon	31.7	27.7	-12.6
Sault Ste. Marie	0.1	0.0	NA
Sept Iles	0.0	0.0	NA
Sudbury	0.0	0.2	NA
Sydney	0.0	0.0	NA
Thunder Bay	0.3	0.6	100.0
Vancouver Int'l	581.9	667.9	14.8
Victoria Int'l	33.9	25.4	-25.1
Windsor	2.5	3.4	36.0
Winnipeg Int'l	92.2	92.8	0.7
TOTAL	3920.4	4416.3	12.6

MAJOR CANADIAN AIRPORTS
TOTAL AIR CHARTER SERVICES - ENPLANED & DEPLANED PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS TOTAUX - PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS)

	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.	
Calgary Intl.	110.1	164.1	189.0	230.1	259.5	293.9	277.9	-5.4	
Charlottetown	2.0	0.8				0.4	2.3	N/A	
Edmonton Mun.	1.8	1.3	0.7	1.2	1.8	1.0	1.4	40.0	
Edmonton Intl.	96.5	138.4	162.2	155.9	167.0	197.3	201.2	2.0	
Fort St. John	0.2	0.2							
Fredericton	0.3		-			0.2	-	N/A	
Gander Intl.	2.7	3.6	3.4	3.0	1.3	1.5	1.3	-13.3	
Halifax Intl.	48.9	32.8	33.4	28.0	26.8	47.2	38.5	-18.4	
Kamloops		0.3	0.2	0.2		0.1		N/A	
Kelowna	0.1		2.6	2.2	0.2	0.2	15.2	N/A	
Lester B. Pearson Intl.	1283.2	1275.6	1303.5	1398.3	1610.2	1877.9	1931.5	2.9	
Moncton	0.9	0.8	0.6	0.2		0.2	0.4	100.0	
Montreal (Dorval)	128.8	75.0	111.1	222.6	272.5	246.8	264.2	7.1	} 30.7
Montreal (Mirabel)	359.1	359.4	285.8	173.4	171.5	191.2	308.3	61.2	
Ottawa	44.2	36.2	35.1	32.0	38.6	40.5	28.9	-28.6	
Prince George	1.3	0.5	0.6	1.6	0.4	0.4	0.2	-50.0	
Quebec	10.3	4.7	15.6	42.6	55.7	56.8	81.2	43.0	
Regina	6.4	5.2	2.7	2.6	5.1	16.0	20.9	30.6	
Saint John	0.1		0.2			0.1	0.3	N/A	
St. John's	13.8	7.4	4.4	3.9	4.3	4.9	4.1	-16.3	
Saskatoon	4.0	4.8	3.6	9.7	17.4	24.4	31.7	29.9	
Sault Ste. Marie	0.2	0.4	0.3	0.4	0.1		0.1	N/A	
Sept Iles	0.2	0.2	0.1		0.1	-		N/A	
Sudbury	1.8	0.2	1.1	0.6		0.3	-	N/A	
Sydney	0.4		1.2				-	N/A	
Thunder Bay	0.5	0.7	2.8	3.3	0.3	0.8	0.3	-62.5	
Vancouver Intl.	309.3	373.4	490.9	537.0	661.4	647.9	581.9	-10.2	
Victoria	3.8	7.2	7.1	7.6	12.6	30.9	33.9	9.7	
Windsor	28.5	38.3	42.4	41.9	27.2	13.0	2.5	-80.8	
Winnipeg Intl.	85.4	89.9	71.8	74.3	91.2	67.7	92.2	36.2	
TOTAL	2544.8	2621.4	2772.4	2972.6	3425.2	3761.6	3920.4	4.2	

MAJOR CANADIAN AIRPORTS
DOMESTIC AIR CHARTER SERVICES - ENPLANED & DEPLANED PASSENGERS (000'S)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS INTERIEURS - PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.	
Calgary Int'l	74.8	66.2	-11.5	
Charlottetown	2.0	0.0	NA	
Edmonton Mun.	0.4	0.0	NA	
Edmonton Int'l	44.0	55.4	25.9	
Fort St. John	0.0	0.0	NA	
Fredericton	0.0	0.0	NA	
Gander Int'l	0.0	0.0	NA	
Halifax Int'l	11.5	9.9	-13.9	
Kamloops	0.0	0.0	NA	
Kelowna	13.9	49.0	NA	
Lester B. Pearson Int'l	266.8	298.6	11.9	
Moncton	0.0	0.0	NA	
Montreal (Dorval)	19.5	1.4	-92.8	3
Montreal (Mirabel)	0.0	2.0	NA	3 -82.6
Ottawa Int'l	0.5	0.6	20.0	
Prince George	0.0	0.2	NA	
Quebec	0.0	0.0	NA	
Regina	2.5	0.0	NA	
Saint John	0.0	0.0	NA	
St. John's	1.7	0.0	NA	
Saskatoon	8.2	4.2	-48.8	
Sault Ste. Marie	0.0	0.0	NA	
Sept Iles	0.0	0.0	NA	
Sudbury	0.0	0.0	NA	
Sydney	0.0	0.0	NA	
Thunder Bay	0.0	0.0	NA	
Vancouver Int'l	150.1	215.0	43.2	
Victoria Int'l	0.6	1.0	66.7	
Windsor	1.7	2.6	52.9	
Winnipeg Int'l	19.0	7.5	-60.5	
TOTAL	617.2	713.6	15.6	

MAJOR CANADIAN AIRPORTS
DOMESTIC AIR CHARTER SERVICES - ENPLANED & DEPLANED PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS INTERIEURS - PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS)

	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.	
Calgary Intl.	8.7	14.0	23.9	76.4	86.1	86.4	74.8	-13.4	
Charlottetown	1.4	0.4					2.0	N/A	
Edmonton Mun.	-		0.1	0.4	0.7	0.4	0.4	0.0	
Edmonton Intl.	3.5	4.2	13.2	23.9	27.0	51.3	44.0	-14.2	
Fort St. John	0.2	0.2							
Fredericton	-					0.1		N/A	
Gander Intl.		1.7	1.9	1.1					
Halifax Intl.	2.7	1.7	0.6	0.4		18.9	11.5	-39.2	
Kamloops		0.3	0.2	0.2		0.1		N/A	
Kelowna			2.6	2.2	0.2	0.2	13.9	N/A	
Lester B. Pearson Intl.	62.7	45.4	86.3	157.1	212.5	312.1	266.8	-14.5	
Moncton	0.3	0.3	0.2						
Montreal (Dorval)	9.1	6.0	5.8	13.1	16.4	16.9	19.5	15.4	} 15.4
Montreal (Mirabel)	2.5	1.4	0.3	0.3	0.1				
Ottawa	1.1	1.6	0.7	1.6	0.5	0.7	0.5	-28.6	
Prince George	0.8	0.5	0.2	1.4					
Quebec	2.2	1.4	1.6	1.1	0.4				
Regina	0.8	0.3	1.6	0.7		2.0	2.5	25.0	
Saint John	0.1								
St. John's	5.0	3.8	2.8	2.9	2.1	1.9	1.7	-10.5	
Saskatoon		0.5	1.3	0.1	0.2	6.6	8.2	24.2	
Sault Ste. Marie	0.2	0.3	0.3	0.4	0.1				
Sept Iles	0.2	0.2	0.1		0.1				
Sudbury		0.2	0.2	0.2		0.2		N/A	
Sydney			1.2						
Thunder Bay	0.3	0.6	0.1	2.5					
Vancouver Intl.	29.3	17.5	64.4	75.0	135.5	164.4	150.1	-8.7	
Victoria	0.6	0.3	0.2	0.9		0.4	0.6	50.0	
Windsor	0.6	0.3	1.2	0.6	1.9	1.9	1.7	-10.5	
Winnipeg Intl.	24.0	11.8	4.6	5.1	12.7	6.6	19.0	N/A	
TOTAL	156.3	114.9	215.6	367.6	496.5	671.1	617.2	-8.0	

A dash indicates that less than 50 passengers are reported.
Un trait indique un nombre de passagers inférieur à 50.

MAJOR CANADIAN AIRPORTS
INTERNATIONAL AIR CHARTER SERVICES - ENPLANED & DEPLANED PASSENGERS (000'S)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS INTERNATIONAUX - PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.
Calgary Int'l	203.1	181.4	-10.7
Charlottetown	0.3	0.7	NA
Edmonton Mun.	1.0	1.3	30.0
Edmonton Int'l	157.2	157.0	-0.1
Fort St. John	0.0	0.0	NA
Fredericton	0.0	0.0	NA
Gander Int'l	1.3	0.7	-46.2
Halifax Int'l	26.9	36.9	37.2
Kamloops	0.0	0.0	NA
Kelowna	1.3	4.0	NA
Lester B. Pearson Int'l	1664.7	1968.6	18.3
Moncton	0.4	0.2	-50.0
Montreal (Dorval)	244.6	214.6	-12.3
Montreal (Mirabel)	308.3	408.1	32.4
Ottawa Int'l	28.4	35.7	25.7
Prince George	0.2	0.2	0.0
Quebec	81.2	81.7	0.6
Regina	18.4	19.5	6.0
Saint John	0.3	0.0	-NA
St. John's	2.4	4.3	79.2
Saskatoon	23.6	23.5	-0.4
Sault Ste. Marie	0.1	0.0	NA
Sept Iles	0.0	0.0	NA
Sudbury	0.0	0.2	NA
Sydney	0.0	0.0	NA
Thunder Bay	0.3	0.6	100.0
Vancouver Int'l	431.8	452.9	4.9
Victoria Int'l	33.3	24.5	-26.4
Windsor	0.7	0.8	14.3
Winnipeg Int'l	73.2	85.3	16.5
TOTAL	3303.0	3702.7	12.1

MAJOR CANADIAN AIRPORTS
INTERNATIONAL AIR CHARTER SERVICES - ENPLANED & DEPLANED PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS INTERNATIONAUX - PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.	
Calgary Intl.	65.4	91.5	104.4	101.5	150.1	165.0	153.6	173.4	207.5	203.1	- 2.1	
Charlottetown	0.4	0.2	0.7	0.6	0.4				0.4	0.3	-25.0	
Edmonton Mun.	0.9	2.9	1.7	1.8	1.3	0.5	0.9	1.0	0.6	1.0	66.7	
Edmonton Intl.	85.3	76.7	85.5	92.9	134.2	149.0	132.0	140.0	146.0	157.2	7.7	
Fort St. John												
Fredericton	0.2			0.2		-			0.1	-	N/A	
Gander Intl.	2.0	4.7	2.8	2.7	2.0	1.6	1.9	1.3	1.5	1.3	-13.3	
Halifax Intl.	23.6	31.8	38.0	46.1	31.1	32.8	27.6	26.8	28.3	26.9	- 4.9	
Kamloops	-											
Kelowna	0.1	0.6	0.5	0.1						1.3	N/A	
Lester B. Pearson Intl.	1120.8	1112.3	1179.0	1220.5	1230.2	1217.2	1241.2	1397.7	1565.8	1664.7	6.3	
Moncton	2.6	1.0	2.2	0.6	0.5	0.4	0.2		0.2	0.4	100.0	
Montreal (Dorval)	328.1	63.6	88.4	119.7	68.9	105.2	209.5	256.1	229.9	244.6	6.4	} 31.3
Montreal (Mirabel)	23.0	327.7	347.3	356.6	358.0	285.5	173.1	171.4	191.2	308.3	61.2	
Ottawa	16.8	22.0	29.3	43.1	34.6	34.4	30.4	38.1	39.8	28.4	-28.6	
Prince George				0.4		0.3	0.2	0.4	0.4	0.2	-50.0	
Quebec	3.7	8.0	9.3	8.1	3.3	14.0	41.5	55.3	56.8	81.2	43.0	
Regina	1.3	6.3	7.9	5.6	4.9	1.2	1.9	5.1	14.0	18.4	31.4	
Saint John						0.2			0.1	0.3	N/A	
St. John's	2.2	0.8	6.9	8.8	3.6	1.6	1.0	2.2	3.0	2.4	-20.0	
Saskatoon	2.6	6.4	5.5	4.0	4.3	2.3	9.6	17.2	17.8	23.6	32.6	
Sault Ste. Marie	0.4	0.3	0.5	-	0.1			0.1		0.1	N/A	
Sept Iles		0.1			-				-			
Sudbury	0.4	0.5	0.4	1.8		0.9	0.4		0.1	-	N/A	
Sydney	0.2			0.4						-	N/A	
Thunder Bay	0.7	0.3		0.2	0.1	2.7	0.8	0.3	0.8	0.3	-62.5	
Vancouver Intl.	212.6	271.1	274.3	280.0	355.9	426.4	462.0	525.9	483.4	431.8	-10.7	
Victoria	3.0	6.0	4.1	3.2	6.9	6.9	6.7	12.6	30.5	33.3	9.2	
Windsor	88.8	63.1	31.3	27.9	37.9	41.1	41.3	25.3	11.2	0.7	-93.8	
Winnipeg Intl.	46.3	50.5	60.5	61.4	78.1	67.2	69.3	78.5	61.1	73.2	19.8	
TOTAL	2031.4	2148.4	2280.5	2388.2	2506.4	2556.4	2605.1	2928.7	3090.5	3303.0	6.9	

A dash indicates that less than 50 passengers are reported.
Un tiret indique un nombre de passagers inférieur à 50.

ENPLANED & DEPLANED CARGO (000's Tonnes) AT MAJOR CANADIAN AIRPORTS - BY SECTOR

MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES) AUX PRINCIPAUX AEROPORTS CANADIENS - PAR SECTEUR

	1984	1985
Domestic/Interieur	360.0	354.9
Transborder/Transfrontalier	67.1	63.5
Other International/ Autres internationaux	120.4	127.9
Total Mainline/Total lignes principales	547.5	546.4
International Air Charter Services/Affrètements aériens internationaux	11.7	13.2
Mainline Unit Toll and International Air Charter/ Services à tarif unitaire des lignes principales et affrètements aériens internationaux	559.2	559.8

Totals may differ slightly due to roundings.
Il se peut que les additions ne concordent pas à cause de l'arrondissement.

Notes: International air charter cargo data were not available prior to 1971.
Les données sur les affrètements aériens internationaux n'étaient pas disponibles avant 1971.

ENPLANED & DEPLANED CARGO (000's Tonnes) AT MAJOR CANADIAN AIRPORTS - BY SECTOR

MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES)
AUX PRINCIPAUX AEROPORTS CANADIENS - PAR SECTEUR

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
Domestic/Interieur	267.6	274.8	276.4	289.4	318.0	319.5	320.0	306.8	331.5	360.0
Transborder/ Transfrontalier	63.8	71.1	74.2	76.9	78.9	75.1	72.4	62.6	63.2	67.1
Other International/ Autres internationaux	69.9	75.0	80.4	85.3	88.0	79.2	78.1	77.3	92.2	120.4
Total Mainline/ Total lignes principales	401.3	421.1	431.1	451.6	484.8	473.9	470.6	447.0	487.3	547.5
International Air Charter Services/Affrètements aériens internationaux	10.2	6.5	6.0	5.6	7.2	9.4	13.2	14.9	8.5	11.7
Mainline Unit Toll and International Air Charter/ Services à tarif unitaire des lignes principales et affrètements aériens internationaux	411.4	427.6	437.0	457.1	492.4	483.3	483.7	461.9	496.0	559.2

Totals may differ slightly due to roundings.
Il se peut que les additions ne concordent pas à cause de l'arrondissement.

Notes: International air charter cargo data were not available prior to 1971.
Les données sur les affrètements aériens internationaux n'étaient pas disponibles avant 1971.

- A dash indicates less than 100 tonnes.
- Un trait reflète un trafic inférieur à 100 tonnes métriques.

- For the years 1976, 77, 78 and 82 Kamloops & Kelowna may be overstated due to turn-around flights.
- Pour les années 1976, 77, 78 et 82, il est possible que les données de Kamloops et Kelowna soient surestimées à cause des comptes de vols qui changent de direction.

MAJOR CANADIAN AIRPORTS

MAINLINE UNIT TOLL AND INTERNATIONAL AIR CHARTER SERVICES - TOTAL ENPLANED AND DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS

SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES ET AFFRETEMENTS AERIENS INTERNATIONAUX - TOTAL DES MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.
Calgary Int'l	35.1	31.7	-9.7
Charlottetown	0.9	1.0	11.1
Edmonton Mun.	1.8	1.8	0.0
Edmonton Int'l	28.8	35.3	22.6
Fort St. John	1.4	1.4	0.0
Fredericton	0.6	0.5	-16.7
Gander Int'l	0.9	1.3	44.4
Halifax Int'l	18.5	19.0	2.7
Kamloops	0.4	0.3	-25.0
Kelowna	1.0	1.0	0.0
Lester B. Pearson Int'l	220.2	225.3	2.3
Moncton	1.2	1.1	-8.3
Montreal (Dorval)	34.6	31.2	-9.8 [3]
Montreal (Mirabel)	82.9	82.4	-0.6 [3] -3.3
Ottawa Int'l	6.1	5.4	-11.5
Prince George	0.8	0.9	12.5
Quebec	1.7	1.6	-5.9
Regina	1.8	1.8	0.0
Saint John	0.9	0.8	-11.1
St. John's	7.8	6.9	-11.5
Saskatoon	1.8	1.6	-11.1
Sault Ste. Marie	0.2	0.2	0.0
Sept Iles	2.0	2.0	0.0
Sudbury	0.2	0.2	0.0
Sydney	0.6	0.5	-16.7
Thunder Bay	1.2	1.1	-8.3
Vancouver Int'l	81.5	83.5	2.5
Victoria Int'l	0.9	0.7	-22.2
Windsor	0.4	0.4	0.0
Winnipeg Int'l	23.0	18.9	-17.8
TOTAL	359.2	359.8	0.1

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL AND INTERNATIONAL AIR CHARTER SERVICES - TOTAL ENPLANED AND DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES ET AFFRETEMENTS AÉRIENS INTERNATIONAUX -
TOTAL DES MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.	
Calgary Intl.	14.5	17.3	18.1	19.5	23.6	23.3	26.3	27.8	30.0	35.1	17.0	
Charlottetown	1.2	1.3	1.2	1.0	1.1	1.1	1.2	1.0	1.0	0.9	-10.0	
Edmonton Municipal	3.1	2.2	2.3	1.4	1.8	2.0	1.8	2.1	1.9	1.8	-5.3	
Edmonton Intl.	17.5	18.5	20.3	25.9	24.2	28.1	27.0	27.0	28.2	28.8	2.1	
Fort St. John	1.0	1.0	1.5	1.7	1.5	2.1	2.3	1.7	1.4	1.4	0.0	
Fredericton	0.8	1.0	0.7	0.7	0.7	0.6	0.7	0.5	0.5	0.6	20.0	
Gander Intl.	1.1	1.2	1.0	1.1	1.0	1.0	1.0	0.7	0.8	0.9	12.5	
Halifax Intl.	11.4	10.2	12.1	12.4	13.6	12.5	16.1	14.6	14.6	18.5	26.7	
Kamloops	0.8	0.3	0.4	0.4	0.5	0.5	0.6	0.4	0.4	0.4	0.0	
Kelowna	0.3	0.5	0.6	0.7	1.0	1.0	0.8	0.8	0.8	1.0	25.0	
Lester B. Pearson Intl.	131.3	147.3	154.5	164.6	180.9	178.5	175.8	179.1	189.7	220.2	16.1	
Moncton	4.9	4.7	3.3	2.6	2.0	1.4	1.1	1.0	1.0	1.2	20.0	
Montreal (Dorval)	109.4	43.3	46.1	43.3	43.1	39.5	35.9	28.3	31.5	34.6	9.8	} 13.5
Montreal (Mirabel)	4.8	62.5	62.5	69.2	77.5	69.4	65.8	62.8	72.0	82.9	15.1	}
Ottawa	5.9	5.9	5.6	5.4	5.4	5.5	5.3	4.9	5.3	6.1	15.1	
Prince George	0.6	0.7	0.8	0.7	0.9	1.0	0.9	0.7	0.8	0.8	0.0	
Quebec	2.3	2.2	3.8	1.6	1.6	1.7	1.5	1.3	1.3	1.7	30.8	
Regina	2.9	3.2	*3.1	2.8	2.3	2.2	2.4	1.9	1.6	1.8	12.5	
Saint John	1.5	1.4	1.0	1.2	1.3	1.3	1.1	0.9	0.9	0.9	0.0	
St. John's	7.1	6.9	6.9	6.9	6.4	6.4	7.2	7.0	7.6	7.8	2.6	
Saskatoon	2.0	1.9	*1.9	2.0	2.2	2.2	2.3	2.0	1.8	1.8	0.0	
Sault Ste. Marie	0.4	0.4	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.0	
Sept Iles	2.1	2.0	3.1	1.5	1.9	1.9	1.7	1.1	1.3	2.0	53.8	
Sudbury	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.0	
Sydney	0.7	0.9	0.6	0.6	0.7	0.7	0.6	0.6	0.6	0.6	0.0	
Thunder Bay	1.7	1.7	1.9	1.8	1.7	1.8	1.6	1.1	1.0	1.2	20.0	
Vancouver Intl.	57.1	65.0	60.0	61.9	65.4	69.1	68.3	67.2	75.2	81.5	8.4	
Victoria	1.0	1.0	1.1	1.4	1.4	1.4	1.5	1.3	1.1	0.9	-18.2	
Windsor	2.1	1.1	1.3	1.1	1.4	1.0	0.8	0.6	0.5	0.4	-20.0	
Winnipeg Intl.	21.6	21.7	20.7	23.1	26.8	25.6	31.6	23.1	22.8	23.0	0.9	
Total	411.4	427.6	437.0	457.1	492.4	483.3	483.7	461.9	496.0	559.2	12.7	

Note: International air charter cargo data were not available prior to 1971.
Les données sur les affrètements aériens internationaux n'étaient pas disponibles avant 1971.

* Data Incomplete
Données incomplètes

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TOTAL ENPLANED & DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
TOTAL DES MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.
Calgary Int'l	35.0	31.4	-10.3
Charlottetown	0.9	1.0	11.1
Edmonton Mun.	1.8	1.8	0.0
Edmonton Int'l	28.6	35.2	23.1
Fort St. John	1.4	1.4	0.0
Fredericton	0.6	0.5	-16.7
Gander Int'l	0.9	0.5	-44.4
Halifax Int'l	18.3	18.6	1.6
Kamloops	0.4	0.3	-25.0
Kelowna	1.0	1.0	0.0
Lester B. Pearson Int'l	216.6	218.4	0.8
Moncton	1.1	1.1	0.0
Montreal (Dorval)	33.4	30.6	-8.4
Montreal (Mirabel)	78.0	79.9	2.4
Ottawa Int'l	5.0	4.4	-12.0
Prince George	0.8	0.9	12.5
Quebec	1.7	1.5	-11.8
Regina	1.8	1.6	-11.1
Saint John	0.9	0.8	-11.1
St. John's	7.8	6.9	-11.5
Saskatoon	1.8	1.6	-11.1
Sault Ste. Marie	0.2	0.2	0.0
Sept Iles	2.0	2.0	0.0
Sudbury	0.2	0.2	0.0
Sydney	0.6	0.5	-16.7
Thunder Bay	1.2	1.1	-8.3
Vancouver Int'l	81.2	83.1	2.3
Victoria Int'l	0.9	0.7	-22.2
Windsor	0.4	0.4	0.0
Winnipeg Int'l	23.0	18.8	-18.3
TOTAL	547.5	546.4	-0.2

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TOTAL ENPLANED & DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
TOTAL DES MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.
Calgary Intl.	14.0	16.8	17.8	19.5	23.4	23.1	26.0	27.6	29.8	35.0	17.4
Charlottetown	1.2	1.3	1.2	1.0	1.1	1.1	1.2	1.0	1.0	0.9	-10.0
Edmonton Municipal	3.1	2.1	2.3	1.4	1.7	2.0	1.8	2.1	1.9	1.8	-5.3
Edmonton Intl.	17.2	18.3	20.1	24.8	24.0	28.0	24.9	25.0	27.4	28.6	4.4
Fort St. John	1.0	1.0	1.5	1.7	1.5	2.1	2.3	1.7	1.4	1.4	0.0
Fredericton	0.8	1.0	0.7	0.7	0.7	0.6	0.7	0.5	0.5	0.6	20.0
Gander Intl.	1.1	1.2	1.0	1.1	1.0	1.0	1.0	0.7	0.8	0.9	12.5
Halifax Intl.	11.3	10.2	12.1	12.4	13.5	12.4	16.1	14.5	14.6	18.3	25.3
Kamloops	0.8	0.3	0.4	0.4	0.5	0.5	0.6	0.4	0.4	0.4	0.0
Kelowna	0.3	0.5	0.6	0.7	1.0	1.0	0.8	0.8	0.8	1.0	25.0
Lester B. Pearson Intl.	128.9	145.6	152.0	161.9	176.6	172.9	170.6	167.6	184.7	216.6	17.3
Moncton	4.7	4.7	3.3	2.6	2.0	1.4	1.1	1.0	1.0	1.1	10.0
Montreal (Dorval)	105.3	42.5	45.7	42.9	42.4	38.9	35.9	28.1	31.0	33.4	7.7 } 9.5
Montreal (Mirabel)	4.4	60.1	60.3	68.0	76.5	69.0	65.1	62.3	70.7	78.0	10.3
Ottawa	5.9	5.9	5.6	5.4	5.4	5.5	5.3	4.9	4.7	5.0	6.4
Prince George	0.6	0.7	0.8	0.7	0.9	1.0	0.9	0.7	0.8	0.8	0.0
Quebec	2.3	2.2	3.8	1.6	1.6	1.7	1.5	1.3	1.2	1.7	41.7
Regina	2.9	3.2	*3.1	2.8	2.3	2.2	2.4	1.9	1.6	1.8	12.5
Saint John	1.5	1.4	1.0	1.2	1.3	1.3	1.1	0.9	0.9	0.9	0.0
St. John's	7.1	6.9	6.9	6.9	6.4	6.4	7.2	7.0	7.6	7.8	2.6
Saskatoon	2.0	1.9	*1.9	2.0	2.2	2.2	2.3	2.0	1.8	1.8	0.0
Sault Ste. Marie	0.4	0.4	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.0
Sept Iles	2.1	2.0	3.1	1.5	1.9	1.9	1.7	1.1	1.3	2.0	53.8
Sudbury	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.0
Sydney	0.6	0.7	0.6	0.6	0.7	0.7	0.6	0.6	0.6	0.6	0.0
Thunder Bay	1.7	1.7	1.9	1.8	1.7	1.8	1.6	1.1	1.0	1.2	20.0
Vancouver Intl.	56.3	64.6	59.8	61.8	65.3	67.6	67.5	66.9	75.0	81.2	8.3
Victoria	1.0	1.0	1.1	1.4	1.4	1.4	1.5	1.3	1.1	0.9	-18.2
Windsor	1.0	1.0	1.2	1.1	1.3	1.0	0.8	0.6	0.5	0.4	-20.0
Winnipeg Intl.	21.5	21.6	20.7	23.1	26.0	24.7	27.6	23.0	22.8	23.0	0.9
TOTAL	401.3	421.1	431.1	451.6	484.8	473.9	470.6	447.0	487.3	547.5	12.4

* Data Incomplete
Données incomplètes

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - DOMESTIC ENPLANED AND DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
MARCHANDISES EMBARQUEES ET DEBARQUEES SECTEUR INTERIEUR (EN MILLIERS DE TONNES METRIQUES)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.	
Calgary Int'l	29.2	26.7	-8.6	
Charlottetown	0.9	1.0	11.1	
Edmonton Mun.	1.8	1.8	0.0	
Edmonton Int'l	26.3	33.4	27.0	
Fort St. John	1.4	1.4	0.0	
Fredericton	0.6	0.5	-16.7	
Gander Int'l	0.8	0.5	-37.5	
Halifax Int'l	17.0	17.2	1.2	
Kamloops	0.4	0.3	-25.0	
Kelowna	1.0	1.0	0.0	
Lester B. Pearson Int'l	125.9	123.3	-2.1	
Moncton	1.1	1.1	0.0	
Montreal (Dorval)	26.0	24.0	-7.7	[2]
Montreal (Mirabel)	22.7	22.6	-0.4	[2] -4.3
Ottawa Int'l	4.7	4.1	-12.8	
Prince George	0.8	0.9	12.5	
Quebec	1.6	1.5	-6.3	
Regina	1.8	1.6	-11.1	
Saint John	0.9	0.8	-11.1	
St. John's	7.8	6.9	-11.5	
Saskatoon	1.8	1.6	-11.1	
Sault Ste. Marie	0.2	0.2	0.0	
Sept Iles	2.0	2.0	0.0	
Sudbury	0.2	0.2	0.0	
Sydney	0.6	0.5	-16.7	
Thunder Bay	1.2	1.1	-8.3	
Vancouver Int'l	59.1	60.6	2.5	
Victoria Int'l	0.8	0.7	-12.5	
Windsor	0.4	0.4	0.0	
Winnipeg Int'l	21.0	17.0	-19.0	
TOTAL	360.0	354.9	-1.4	

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - DOMESTIC ENPLANED AND DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
MARCHANDISES EMBARQUEES ET DEBARQUEES SECTEUR INTERIEUR (EN MILLIERS DE TONNES METRIQUES)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.	
Calgary Intl.	11.9	13.8	14.2	14.8	18.6	19.0	21.1	22.8	24.3	29.2	20.2	
Charlottetown	1.2	1.3	1.2	1.0	1.1	1.1	1.2	1.0	1.0	0.9	-10.0	
Edmonton Municipal	3.1	2.1	2.3	1.4	1.7	2.0	1.8	2.1	1.9	1.8	- 5.3	
Edmonton Intl.	16.5	17.3	19.1	23.3	22.5	25.5	22.0	22.5	25.6	26.3	2.7	
Fort St. John	1.0	1.0	1.5	1.7	1.5	2.1	2.3	1.7	1.4	1.4	0.0	
Fredericton	0.8	0.9	0.7	0.7	0.7	0.6	0.7	0.5	0.5	0.6	20.0	
Gander Intl.	1.1	1.2	0.9	1.0	0.9	0.9	1.0	0.6	0.7	0.8	14.3	
Halifax Intl.	10.7	9.7	11.7	12.0	12.6	11.8	15.3	13.9	13.9	17.0	22.3	
Kamloops	0.8	0.3	0.4	0.4	0.5	0.5	0.6	0.4	0.4	0.4	0.0	
Kelowna	0.3	0.5	0.6	0.7	1.0	1.0	0.8	0.8	0.8	1.0	25.0	
Lester B. Pearson Intl.	72.5	79.9	78.3	85.4	96.2	100.4	101.8	105.7	116.3	125.9	8.3	
Moncton	4.7	4.7	3.3	2.6	2.0	1.4	1.1	1.0	1.0	1.1	10.0	
Montreal (Dorval)	51.0	32.2	34.2	30.9	31.7	30.2	26.7	20.5	24.1	26.0	7.9	} 8.7
Montreal (Mirabel)	1.1	14.6	13.8	19.1	26.9	23.4	20.0	17.7	20.7	22.7	9.7	
Ottawa	5.7	5.7	5.4	5.2	5.2	5.3	5.1	4.6	4.5	4.7	4.4	
Prince George	0.6	0.7	0.8	0.7	0.9	1.0	0.9	0.7	0.8	0.8	0.0	
Quebec	2.3	2.2	3.8	1.6	1.6	1.7	1.5	1.3	1.2	1.6	33.3	
Regina	2.9	3.2	*3.1	2.8	2.3	2.2	2.3	1.9	1.5	1.8	20.0	
Saint John	1.5	1.3	0.9	1.2	1.3	1.2	1.0	0.9	0.8	0.9	12.5	
St. John's	7.1	6.9	6.9	6.9	6.4	6.4	7.2	7.0	7.6	7.8	2.6	
Saskatoon	2.0	1.9	*1.9	2.0	2.2	2.2	2.3	2.0	1.8	1.8	0.0	
Sault Ste. Marie	0.4	0.4	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.0	
Sept Iles	2.1	2.0	3.1	1.5	1.9	1.9	1.7	1.1	1.3	2.0	53.8	
Sudbury	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.0	
Sydney	0.6	0.7	0.6	0.6	0.7	0.7	0.6	0.6	0.6	0.6	0.0	
Thunder Bay	1.5	1.6	1.8	1.6	1.6	1.7	1.6	1.1	1.0	1.2	20.0	
Vancouver Intl.	43.9	48.2	45.7	46.9	50.0	50.6	51.0	51.1	55.4	59.1	6.7	
Victoria	0.9	0.9	1.0	1.2	1.3	1.3	1.4	1.2	1.0	0.8	-20.0	
Windsor	1.0	1.0	1.2	1.1	1.3	1.0	0.8	0.6	0.5	0.4	-20.0	
Winnipeg Intl.	18.1	18.3	17.4	20.5	22.9	21.9	25.7	21.1	20.5	21.0	2.4	
TOTAL	267.6	274.8	276.4	289.4	318.0	319.5	320.0	306.8	331.5	360.0	8.6	

* Data incomplete
Données incomplètes

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TRANSBORDER ENPLANED AND DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
MARCHANDISES EMBARQUEES ET DEBARQUEES SECTEUR TRANSFRONTALIER (EN MILLIERS DE TONNES METRIQUES)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.	
Calgary Int'l	3.2	2.5	-21.9	
Charlottetown	0.0	0.0	NA	
Edmonton Mun.	0.0	0.0	NA	
Edmonton Int'l	0.7	0.4	-42.9	
Fort St. John	0.0	0.0	NA	
Fredericton	0.0	0.0	NA	
Gander Int'l	0.0	0.0	NA	
Halifax Int'l	0.1	0.1	0.0	
Kamloops	0.0	0.0	NA	
Kelowna	0.0	0.0	NA	
Lester B. Pearson Int'l	41.3	39.6	-4.1	
Moncton	0.0	0.0	NA	
Montreal (Dorval)	7.4	6.5	-12.2	2
Montreal (Mirabel)	2.4	2.5	4.2	3 -8.2
Ottawa Int'l	0.3	0.3	0.0	
Prince George	0.0	0.0	NA	
Quebec	0.0	0.0	NA	
Regina	0.1	0.1	0.0	
Saint John	0.0	0.0	NA	
St. John's	0.0	0.0	NA	
Saskatoon	0.0	0.0	NA	
Sault Ste. Marie	0.0	0.0	NA	
Sept Iles	0.0	0.0	NA	
Sudbury	0.0	0.0	NA	
Sydney	0.0	0.0	NA	
Thunder Bay	0.0	0.0	NA	
Vancouver Int'l	10.1	10.1	0.0	
Victoria Int'l	0.0	0.0	NA	
Windsor	0.0	0.0	NA	
Winnipeg Int'l	1.5	1.4	-6.7	
TOTAL	67.1	63.5	-5.4	

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TRANSBORDER EMPLANED AND DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
MARCHANDISES EMBARQUEES ET DEBARQUEES SECTEUR TRANSFRONTALIER (EN MILLIERS DE TONNES METRIQUES)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.	
Calgary Intl.	2.0	2.7	3.2	4.4	4.4	3.7	4.0	3.5	3.4	3.2	- 5.9	
Charlottetown				-								
Edmonton Municipal												
Edmonton Intl.	0.6	0.9	0.8	0.9	1.1	2.1	2.3	1.6	0.6	0.7	16.7	
Fort St. John												
Fredericton		-	-		-	-			-	-	N/A	
Gander Intl.			-							-	N/A	
Halifax Intl.	0.4	0.3	0.2	0.1	0.2	0.1	0.1		-	0.1	N/A	
Kamloops												
Kelowna												
Lester B. Pearson Intl.	35.5	39.6	41.1	43.6	45.7	42.6	41.5	37.0	37.5	41.3	10.1	
Moncton			-			-				-	N/A	
Montreal (Dorval)	14.0	10.2	10.6	12.0	10.6	8.7	9.1	7.6	6.8	7.4	8.8	-3.0
Montreal (Mirabel)	0.4	5.2	5.9	4.5	5.2	5.4	4.0	3.5	3.3	2.4	-27.3	
Ottawa	0.2	0.1	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.3	50.0	
Prince George												
Quebec	-	-	-									
Regina			-	-			-	0.1	0.1	0.1	0.0	
Saint John	-	0.1	0.1	0.1	0.1	0.1	0.1		-	-	N/A	
St. John's				-								
Saskatoon						-			-	-	N/A	
Sault Ste. Marie												
Sept Iles												
Sudbury												
Sydney						-						
Thunder Bay	0.2	0.1	0.1	0.2	0.1	0.1						
Vancouver Intl.	7.2	8.7	8.8	8.3	8.3	9.3	9.2	7.4	9.3	10.1	8.6	
Victoria	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-	N/A	
Windsor		-					-			-	N/A	
Winnipeg Intl.	3.2	3.1	3.1	2.5	3.0	2.7	1.8	1.6	1.9	1.5	-21.1	
TOTAL	63.8	71.1	74.2	76.9	78.9	75.1	72.4	62.6	63.2	67.1	6.2	

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - OTHER INTERNATIONAL ENPLANED AND DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
MARCHANDISES EMBARQUEES ET DEBARQUEES SECTEUR AUTRES INTERNATIONAUX (EN MILLIERS DE TONNES METRIQUES)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.
Calgary Int'l	2.6	2.1	-19.2
Charlottetown	0.0	0.0	NA
Edmonton Mun.	0.0	0.0	NA
Edmonton Int'l	1.6	1.5	-6.3
Fort St. John	0.0	0.0	NA
Fredericton	0.0	0.0	NA
Gander Int'l	0.1	0.0	NA
Halifax Int'l	1.2	1.3	8.3
Kamloops	0.0	0.0	NA
Kelowna	0.0	0.0	NA
Lester B. Pearson Int'l	49.4	55.5	12.3
Moncton	0.0	0.0	NA
Montreal (Dorval)	0.0	0.0	NA
Montreal (Mirabel)	53.0	54.7	3.2
Ottawa Int'l	0.0	0.0	NA
Prince George	0.0	0.0	NA
Quebec	0.1	0.1	0.0
Regina	0.0	0.0	NA
Saint John	0.0	0.0	NA
St. John's	0.0	0.0	NA
Saskatoon	0.0	0.0	NA
Sault Ste. Marie	0.0	0.0	NA
Sept Iles	0.0	0.0	NA
Sudbury	0.0	0.0	NA
Sydney	0.0	0.0	NA
Thunder Bay	0.0	0.0	NA
Vancouver Int'l	11.9	12.3	3.4
Victoria Int'l	0.0	0.0	NA
Windsor	0.0	0.0	NA
Winnipeg Int'l	0.5	0.4	-20.0
TOTAL	120.4	127.9	6.2

MAJOR CANADIAN AIRPORTS

MAINLINE UNIT TOLL SERVICES - OTHER INTERNATIONAL ENPLANED & DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS

SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -

MARCHANDISES EMBARQUEES ET DEBARQUEES SECTEUR AUTRES INTERNATIONAUX (EN MILLIERS DE TONNES METRIQUES)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.
Calgary Intl.	0.1	0.2	0.3	0.3	0.5	0.4	0.8	1.2	2.1	2.6	23.8
Charlottetown											
Edmonton Municipal											
Edmonton Intl.	0.1	0.2	0.2	0.6	0.4	0.4	0.7	0.8	1.1	1.6	45.5
Fort St. John											
Fredericton											
Gander Intl.	-	-	0.1	0.1	-	-	-		-	0.1	N/A
Halifax Intl.	0.2	0.2	0.2	0.3	0.7	0.5	0.7	0.6	0.7	1.2	71.4
Kamloops											
Kelowna											
Lester B. Pearson Intl.	20.9	26.1	32.6	32.9	34.8	29.9	27.2	24.9	30.9	49.4	59.9
Moncton											
Montreal (Dorval)	40.3	0.1	1.0	-	0.1	-	-		-	-	N/A
Montreal (Mirabel)	2.9	40.3	40.5	44.4	44.4	40.2	41.2	41.2	46.7	53.0	13.5
Ottawa			-								
Prince George											
Quebec											
Regina											
Saint John										0.1	N/A
St. John's											
Saskatoon				-	-	-			-	-	N/A
Sault Ste. Marie											
Sept Iles											
Sudbury											
Sydney											
Thunder Bay											
Vancouver Intl.	5.2	7.7	5.3	6.6	7.0	7.7	7.3	8.3	10.3	11.9	15.5
Victoria											
Windsor		-									
Winnipeg Intl.	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.3	0.4	0.5	25.0
TOTAL	69.9	75.0	80.4	85.3	88.0	79.2	78.1	77.3	92.2	120.4	30.6

MAJOR CANADIAN AIRPORTS
INTERNATIONAL AIR CHARTER - ENPLANED & DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS INTERNATIONAUX - TOTAL DES MARCHANDISES EMBARQUEES ET DEBARQUEES
(EN MILLIERS DE TONNES METRIQUES)

AIRPORT	1984	1985	1984/85 % CHANGE/DIFF.	
Calgary Int'l	0.1	0.3	NA	
Charlottetown	0.0	0.0	NA	
Edmonton Mun.	0.0	0.0	NA	
Edmonton Int'l	0.2	0.1	-50.0	
Fort St. John	0.0	0.0	NA	
Fredericton	0.0	0.0	NA	
Gander Int'l	0.0	0.7	NA	
Halifax Int'l	0.2	0.4	100.0	
Kamloops	0.0	0.0	NA	
Kelowna	0.0	0.0	NA	
Lester B. Pearson Int'l	3.6	6.8	88.9	
Moncton	0.1	0.1	0.0	
Montreal (Dorval)	1.2	0.6	-50.0	2
Montreal (Mirabel)	4.9	2.5	-49.0	3 -49.2
Ottawa Int'l	1.1	1.0	-9.1	
Prince George	0.0	0.0	NA	
Quebec	0.0	0.0	NA	
Regina	0.0	0.2	NA	
Saint John	0.0	0.0	NA	
St. John's	0.0	0.0	NA	
Saskatoon	0.0	0.0	NA	
Sault Ste. Marie	0.0	0.0	NA	
Sept Iles	0.0	0.0	NA	
Sudbury	0.0	0.0	NA	
Sydney	0.0	0.0	NA	
Thunder Bay	0.0	0.0	NA	
Vancouver Int'l	0.3	0.4	33.3	
Victoria Int'l	0.0	0.0	NA	
Windsor	0.0	0.0	NA	
Winnipeg Int'l	0.0	0.1	NA	
TOTAL	11.7	13.2	12.8	

MAJOR CANADIAN AIRPORTS
INTERNATIONAL AIR CHARTER - ENPLANED & DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AÉRIENS INTERNATIONAUX - TOTAL DES MARCHANDISES EMBARQUEES ET DEBARQUEES
(EN MILLIERS DE TONNES METRIQUES)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1983/84 % CHANGE/DIFF.	
Calgary Intl.	0.5	0.6	0.4	0.1	0.2	0.2	0.2	0.2	0.2	0.1	-50.0	
Charlottetown												
Edmonton Municipal	-	-	-		0.1	-				-	-	
Edmonton Intl.	0.2	0.1	0.2	1.1	0.1	0.1	2.1	2.0	0.8	0.2	-75.0	
Fort St. John												
Fredericton												
Gander Intl.	-											
Halifax Intl.	0.2	-			-	0.1	-	0.1	-	0.2	N/A	
Kamloops				-								
Kelowna												
Lester B. Pearson Intl.	2.4	1.7	2.5	2.7	4.2	5.6	5.2	11.5	5.0	3.6	-28.0	
Moncton	0.1	-	-	-			-	-		0.1	N/A	
Montreal (Dorval)	4.1	0.7	0.4	0.4	0.7	0.6	0.1	0.2	0.5	1.2	N/A	} N/A
Montreal (Mirabel)	0.4	2.5	2.2	1.2	1.0	0.4	0.8	0.5	1.3	4.9	N/A	
Ottawa					-	-	-		0.5	1.1	N/A	
Prince George	-											
Quebec	-				-		-		-			
Regina	-		-			-	-			-	-	
Saint John	-											
St. John's	-	-			-				-	-	-	
Saskatoon												
Sault Ste. Marie					-							
Sept Iles		-			-							
Sudbury												
Sydney	0.1	0.2				-						
Thunder Bay						-						
Vancouver Intl.	0.8	0.5	0.2	0.1	0.1	1.5	0.8	0.3	0.2	0.3	50.0	
Victoria	-							-	-			
Windsor	1.2	0.1	0.1	-	-				-	-	-	
Winnipeg Intl.	0.2	0.1	-		0.8	0.9	4.0	0.1	-			
Total	10.2	6.5	6.0	5.6	7.2	9.4	13.2	14.9	8.5	11.7	37.6	

Note: International air charter cargo data were not available prior to 1971.
Les données sur les affrètements aériens internationaux n'étaient pas disponibles avant 1971.

TOTAL AIRCRAFT MOVEMENTS TRANSPORT CANADA TOWER AIRPORTS
TOTAL DES MOUVEMENTS D'APPAREILS TOURS DE TRANSPORTS CANADA

AIRPORT AÉROPORTS	TOTAL AIRCRAFT MOVEMENTS TOTAL DES MOUVEMENTS D'APPAREILS					ITINERANT VOLS ITINERANTS					LOCAL VOLS LOCAUX				
	1981	1982	1983	1984	1985	1981	1982	1983	1984	1985	1981	1982	1983	1984	1985
Abbotsford	176268	115468	97371	89296	99912	71515	50256	44096	40414	45490	104753	65213	53275	48882	54422
Baie Comeau	28543	29460	31757	30601	22033	22194	18331	18279	18809	15768	6349	11129	13478	11792	6265
Boundary Bay[1]	-	-	38037	96561	104317	-	-	12837	37274	41853	-	-	25200	59287	62464
Brandon	60611	55351	40684	39437	33790	20334	18045	15922	15619	15738	40277	37306	24762	23818	18052
Buttonville	199982	199172	195747	168859	140045	63706	60273	61002	60961	60099	136276	138899	134745	107898	79946
Calgary International	233170	198467	187731	195231	192106	188467	157857	147760	151132	157286	44703	40610	39971	44099	34820
Castlegar	40154	33417	26816	24110	26643	14325	13151	11383	12908	13431	25828	20266	15433	11202	13212
Charlottetown	21287	30617	29581	28042	20892	14290	15291	15061	16263	14533	6997	15326	14520	11779	6359
Edmonton International	94937	80885	75867	76040	79425	85045	67215	62415	63949	64797	9892	13670	13452	12091	14628
Edmonton Municipal	185963	144221	132306	130111	132029	176323	139661	127930	126020	126431	9640	4560	4376	4091	5598
Fort McMurray	62043	60753	51865	58647	58903	42427	37571	33404	39228	38620	20416	23182	18461	19419	20283
Fort St. John	70792	45715	39289	38301	34640	48230	34311	24577	24925	24804	22562	11404	14712	13376	9836
Fredericton	78319	55616	53975	53970	47856	32085	27370	25392	28414	23940	46234	28246	28583	25556	23916
Gander International	31510	36297	27114	30221	35123	25192	23679	22036	23884	26454	6318	12618	5078	6337	8669
Goose Bay	33139	33642	36017	38054	43784	26362	27048	27610	28685	32385	6777	6594	8407	9369	11399
Grande Prairie	71820	46793	41162	40463	36912	44138	33326	25931	25814	24801	27682	13467	15231	14649	12111
Halifax International	88429	79598	61466	67746	66388	57323	54818	47244	54544	56031	31106	24780	14222	13202	10357
Hamilton City	176871	158783	126416	116994	108525	53665	49196	41263	40111	39098	123206	109587	85153	76883	69427
Kamloops	80464	60548	59389	50401	43750	41803	32722	30618	27507	26636	38661	27826	28771	22894	17114
Kelowna	75499	49777	44850	39846	43641	40176	32343	28873	27558	30518	35323	17434	15977	12288	13123
Langley	174017	122031	115008	97817	101264	60460	42345	41392	35624	31822	113557	79686	73616	62193	69442
Lester B. Pearson Int'l	248318	238502	238305	257013	283174	245987	234997	235467	253232	282553	2331	3505	2838	3781	621
Lethbridge	57180	45980	44994	46401	37663	28085	25063	21395	21662	20631	29095	20917	23599	24739	17032
London	120577	115356	130821	121004	91206	54557	47617	48187	51513	49712	66020	67739	82634	69491	41494
Mirabel International	45199	43375	46079	51673	52352	31304	29253	34303	36392	40827	13895	14122	11776	15281	11525
Moncton	115131	83896	86137	76749	71940	44695	36474	35368	32550	32940	70436	47422	50769	44199	39000
Montreal (Dorval)	168817	156606	149661	157081	152891	167649	155769	149092	156086	152078	1168	837	569	995	813
North Bay	87542	97918	100826	96519	79414	36915	37616	31712	33166	32047	50627	60302	69114	63363	47367
Oshawa	114200	98213	98504	100160	82513	39381	32532	34422	35731	35544	74819	65681	64082	64458	46969
Ottawa	199926	172446	161892	163394	165018	113522	107737	103015	111542	115416	86404	64709	52877	51849	49602
Penticton	51368	38173	32030	27923	28240	26957	21432	18932	18713	18484	24411	16741	13098	9210	10756
Pitt Meadows	251048	155804	123124	101907	71480	69362	51319	45446	40146	34164	181686	104485	77678	61761	45096
Prince George	77044	58451	49536	49550	52823	49124	36625	32806	30868	30515	27920	21826	16730	18682	22308
Quebec	145587	126150	110241	113283	116097	89850	82978	74430	80099	77887	55737	43172	35811	33184	38210
Regina	119474	95184	95887	93991	76510	64640	57093	54546	53620	50999	54834	38091	41341	40371	25511
Saint John	42369	34532	30301	28346	31731	20385	19130	16774	16993	19135	21984	15402	13527	11353	12596
Saskatoon	133133	103283	98183	99554	100336	68773	56230	53707	56579	57423	64360	47053	44476	42975	42912

[1] Boundary Bay became a tower-controlled airport in June 1983.
L'aéroport de Boundary Bay fut doté d'une tour de contrôle en juin 1983.

TOTAL AIRCRAFT MOVEMENTS TRANSPORT CANADA TOWER AIRPORTS
TOTAL DES MOUVEMENTS D'APPAREILS TOURS DE TRANSPORTS CANADA

AIRPORT / AÉROPORTS	TOTAL AIRCRAFT MOVEMENTS / TOTAL DES MOUVEMENTS D'APPAREILS					ITINERANT / VOLS ITINERANTS					LOCAL / VOLS LOCAUX				
	1981	1982	1983	1984	1985	1981	1982	1983	1984	1985	1981	1982	1983	1984	1985
Sault Ste. Marie	56384	53246	50566	49957	48521	26890	22630	22802	22859	23576	28494	30616	27764	27098	24945
Sept Iles	67543	54179	42046	39557	30871	45810	38986	34668	36067	26743	21733	15193	7378	3490	4128
Springbank	231736	170218	137771	120190	125657	60912	47784	40618	34614	35512	170824	122434	97153	85576	90145
St. Andrews	203341	139935	121940	100664	97521	47892	34563	28521	26414	25755	155449	105372	93419	74250	71766
St. Catharines	90440	74615	75888	59968	58485	29099	23977	22885	19794	18660	61341	50638	53003	40174	39825
St. Honoré	105204	80878	82631	84367	88674	23737	18056	18554	21280	23394	81467	62822	64077	63087	65280
St. Hubert	263414	244646	235414	179518	169476	87552	79707	82450	67218	64381	175862	164939	152964	112300	105095
St. Jean	75102	53242	46105	44392	49102	33420	18865	16488	15893	19175	41682	34377	29617	28499	29927
St. John's	71470	57356	52335	43839	47369	32724	29293	28321	28209	31153	38746	28063	24014	15630	16216
Sudbury	63857	62559	91034	75560	54519	30769	26751	25935	27074	27866	33088	35808	65099	48486	26653
Sydney	17550	10346	9615	10158	9703	11463	8988	8047	8179	8816	6087	1358	1568	1979	887
Thompson	41264	34779	35020	39823	44284	28241	25885	25496	28267	30702	13023	8894	9524	11556	13582
Thunder Bay	110427	112659	108551	96006	102218	46834	44135	42661	46414	49907	63593	68524	65890	49592	52311
Toronto Island	214581	208006	194195	150912	150648	60793	65766	62634	60749	64699	153788	142240	131561	90163	85949
Val D'or	38806	28078	24376	17867	15568	25415	20007	17276	14377	14128	13391	8071	7100	3490	1440
Vancouver Harbour	42098	27902	29870	30576	31798	41534	27633	29835	30505	30032	564	269	35	71	1766
Vancouver International	262643	227598	222671	218689	235506	262528	227440	222526	218689	235506	115	158	145	-	-
Victoria	187611	157222	156683	164407	159215	103249	94580	94251	103185	106229	84362	62642	62432	61222	52986
Villeneuve	131384	112158	95678	86829	86897	30933	26776	24295	21937	21099	100451	85382	71383	64892	65798
Waterloo-Wellington	104759	86283	77325	79434	73114	35420	30207	28426	27571	26065	69339	56076	48899	51863	47049
Whitehorse	74513	46347	38755	43261	43371	37733	28083	24336	25810	24175	36780	18264	14419	17451	19196
Windsor	66449	60422	52828	45611	47319	27190	22979	22373	22109	27297	39259	37443	30455	23502	20022
Winnipeg International	153439	134818	130263	137147	147539	117613	103735	96218	98382	102860	35826	31083	34045	38765	44679
Yellowknife	66117	51795	51837	53117	46762	42179	33662	32255	32079	31998	23938	18133	19582	21038	14764
TOTAL	6700663	5589767	5272366	5067171	4938282	3569176	3067161	2912498	2966210	3030618	3131486	2522606	2359868	2100961	1907664

APPENDIX "B"

PERTINENT ITEMS RELATING TO 1985 AIR TRAFFIC

Air Canada commenced service between Toronto and Singapore via London and Bombay on January 15, 1985.

Quebecair began a Class 8 service between Dorval and Boston on March 18, 1985.

Pilgrim Airlines suspended service between Dorval and Burlington, Vt. from March 1 to April 30, 1985. The service resumed in May 1985.

United Air Lines' pilots went on strike from May 17, 1985 to June 14, 1985. During this period, the airline maintained some services.

Air India suspended operations into/out of Canada on June 26, 1985.

Nordair began service to Sudbury on July 14, 1985.

Nordair discontinued its service to Hamilton on September 1, 1985.

Air New Zealand commenced a new service between Auckland and Vancouver via Honolulu effective November 3, 1985.

Continental Airlines began a new service between Vancouver and Honolulu effective November 15, 1985.

Wardair began a new scheduled service between Toronto and San Juan, Puerto Rico effective November 2, 1985.

CP Air suspended flights to Amsterdam from Montreal, Winnipeg, and Halifax, and commenced direct non-stop service from Toronto.

CP Air suspended service between Vancouver and Lima, Peru effective October 27 to April 26, 1985.

Wardair commenced scheduled service to London (Gatwick) and Manchester on December 7, 1985.

Air Canada and British Airways introduced a summer seat sale fare of $659 for certain flights between Montreal and London during August and September, 1985.

Air Canada announced year-round discount fares for all their U.S. and Canadian routes, effective September 13, 1985. The reductions ranged from 60 - 70% off the regular fare.

In August 1985, Nordair, Quebecair and CP Air announced discounts of up to 65% on many of their flights.

EPA announced reduced fares as a "deregulation sale" on all routes for travel during the period August 3 to September 8, 1985, with return trips completed by November 8, 1985. The fare cuts amounted to about 45% off regular fares.

Due to a possible reporting problem, El Al's passenger enplanements/deplanements at Mirabel may be overstated.

APPENDIX "C"

GLOSSARY OF TERMS

The following are definitions of the terms which are used in this review. They are divided into two sections, the first being those definitions relating to Air Passenger and Cargo traffic, and the second being Aircraft Movements.

1. Air Passenger and Cargo Traffic

Arriving	The total passengers, mail and cargo arriving on an aircraft at an airport. It includes traffic remaining on board the aircraft (i.e. transiting traffic) as well as traffic deplaned (i.e. terminating plus connecting traffic).
Cargo (Revenue)	Refers to all air freight air express and excess baggage for which any tariff is charged. Cargo does not include mail and stores, or passenger baggage for which no charge is made.
Departing	The total passengers, mail and cargo departing on an aircraft from an airport. It includes traffic remaining on board the aircraft (i.e. transiting traffic) as well as traffic enplaned (i.e. originating plus connecting traffic).
Deplaned	The total passengers, mail and cargo off-loaded from an airplane at an airport. It therefore consists of connecting traffic (interline and intraline transfers) as well as that terminating at the airport. At airports where the flight number changes, all arriving traffic is reported as being deplaned, although this may not actually be the case.
Domestic	Refers to a flight from a Canadian point to another Canadian point.

Enplaned	The total passengers, mail and cargo put onto an aircraft at a particular airport. It therefore consists of connecting traffic (interline and transfers) as well as that originating at the airport. At airports where a flight number changes, all departing traffic is reported as being enplaned, although this may not actually be the case.
Freight	(ICAO Definition) - All air freight including air express and diplomatic bags but not passenger baggage.
International	Refers to a flight to or from a non-Canadian airport. It is further sub-divided into "transborder" and "other international".
International Air Charters	Refers to charter flights performed by aircraft having a maximum authorized take-off weight of more than 18,000 pounds. Includes transportation operations where the entire capacity of an aircraft has been engaged by one or a limited number of charterers for flights between Canada and any other country. Charters are classified as passenger/cargo flights.
Mainline Unit Toll	That type of unit toll operation carried out by Air Canada, CP Air and the four Regional Carriers (Eastern Provincial Airways, Québecair, Nordair, and Pacific Western Airlines) as well as the sub-contracted service by these carriers. Norcanair's class 1 services are also included under mainline unit toll starting in 1977. The term applies to similar services of foreign air carriers to/from Canada.

Other International	Refers to an international flight to Canada from an international point other than in the United States (including Alaska and Hawaii), or from Canada to an international point other than the United States (including Alaska and Hawaii). NOTE: Prior to 1968, Hawaii was included in "other international".
Revenue Passenger	Refers to passengers paying 25% or more of the normal applicable fare. (Airport Activity Survey).
Scheduled	Now referred to as mainline unit toll.
Transborder	Refers to an international flight to Canada from the United States (including Alaska and Hawaii), or from Canada to the United States, (including Alaska and Hawaii).
Unit Toll	Refers to the public transportation of persons, mail and goods on a toll per unit basis, i.e. per passenger, per package or per pound of goods.
Aircraft movements Air Carrier	All civil aviation activities which have been assigned an ICAO or Canadian Domestic designator* and with classes 1, 2, 8 and 9-2 regardless of aircraft weights, and classes 3, 9-3, 4 and 9-4 with aircraft greater than 12,500 pounds gross take-off weight.
Aircraft Movement	An aircraft landing or an aircraft take-off. Aircraft movements are classified as either "itinerant" or "local". Simulated approaches (missed instrument or practice instrument approaches without landing) are included in local aircraft movements. Itinerant aircraft movements are reported on the basis of "place arrived from" or "departed to". Over-flights are not reflected in data published by Transport Canada on the aircraft movement survey.

*See Appendix of Aircraft Movement Statistics publication, TP 577, produced by the Aviation Statistics Centre.

Charter Service	Public transportation of passengers and goods at a toll per mile or per hour for the hire of all or part of the capacity of an aircraft. The charter category for airports with towers includes only those movements, by designated air carriers, of aircraft with a gross take-off weight of 18,000 pounds or more. Lighter aircraft are included under "other commercial" movements. For non-designated air carriers all charter movements are included under "other commercial" movements. At airports without towers all designated air carrier charter movements are accounted for under "Air Carrier", which also includes the unit toll movements. For non-designated air carriers, all charter movements are recorded under "other commercial" movements.
Government Civil	Aircraft owned by federal, provincial and municipal bodies as well as foreign states, but excluding those owned by crown corporations, boards and commissions.
Government Military	Aircraft of any branch of the armed forces of any nation.
Itinerant Movements	Itinerant aircraft are considered as: a) aircraft proceeding to or arriving from another location; or b) aircraft that leave the circuit but will be returning to land.
Local Movements	Local aircraft are considered as aircraft which remain in the circuit.
Other Commercial	Flights performed by commercial aircraft operators not included in either Air Carrier Unit Toll or Air Carrier charter categories. At airports with towers, it therefore includes: a) all unit toll and charter movements by non-designated air carriers b) charter movements by designated carriers of aircraft with a gross take-off weight or less than 18,000 pounds, and c) non-transport movements by both designated and non-designated carriers.

At airports without towers, "other commercial" refers to all unit toll, charter, and non-transport movements by non-designated air carriers.

Private Aircraft — Aircraft used solely for private purposes, not for hire and compensation which are classified as "Private" or "Private Restricted" in the Canadian Civil Aircraft Register or similar Registers of other countries. Owners include individuals, groups and business firms.

Simulated Approaches — Movements that are either missed instrument or practice instrument approaches without landing. (NOTE: Since May 1, 1972, simulated approaches have been grouped under "local movements" and no longer under "type of operation". Prior to June 1, 1971, simulated approaches were counted at source as only one movement. From June 1, 1971 to the present time, simulated approaches have been counted as two movements.)

APPENDIX "D"

REFERENCES

The data sources for the report were:

(1) Air Transport Association of America

(2) Aviation Daily

(3) Aviation Statistics Centre, Statistics Canada

(4) International Air Transport Association (IATA)

(5) International Civil Aviation Organization (ICAO)

(6) International Travel Section, International and Financial Economics Division, Statistics Canada

(7) Air Statistics and Forecasts Branch, Economic Analysis Directorate, Policy and Coordination Group